

Metro

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



Metro

Agenda - Final

Wednesday, October 17, 2018

11:00 AM

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

Ad Hoc Congestion, Highway and Roads Committee

John Fasana, Chair

Hilda Solis, Vice Chair

Kathryn Barger

Jacquelyn Dupont-Walker

Ara Najarian

Shirley Choate, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item(s): 5

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

CONSENT CALENDAR

5. **SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT** [2018-0511](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a 24-month, firm fixed price Contract No. AE51806000 with NCM Engineering Corporation in the amount of \$2,059,860 for Architectural & Engineering (A&E) services for the preparation of Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for the I-605/Valley Boulevard Interchange Improvements Project, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

NON-CONSENT

6. **SUBJECT: CALTRANS UPDATE** [2018-0649](#)

RECOMMENDATION

RECEIVE report by the Caltrans District Director on Delivery of Projects on I-5.

7. **SUBJECT: METRO EXPRESSLANES FISCAL YEAR 2018 OPERATIONS PERFORMANCE REPORT** [2018-0560](#)

RECOMMENDATION

RECEIVE AND FILE the FY2018 Operations Performance Report (Attachment A) for the Metro ExpressLanes.

Attachments: [Attachment A -FY18 Performance Report](#)
[Presentation](#)

**8. SUBJECT: NORTH COUNTY SUBREGIONAL REPROGRAMMING OF
SURPLUS FUNDS FROM THE I-5/SR14 HOV DIRECT
CONNECTOR PROJECT**

[2018-0529](#)

RECOMMENDATION

CONSIDER:

A. APPROVING \$35.048 million of additional programming within the capacity of the Measure R 20% Highway funds saved at the completion of the I-5/SR-14 HOV direct connector project to be allocated to the following North County highway operational improvement projects (Attachment A):

1. Sierra Highway Traffic Signal Improvement Project in the amount of \$565,000;
2. Vista Canyon Road Bridge between Soledad Canyon Road and Lost Canyon Road in the amount of \$20,000,000;
3. Vista Canyon Transit Center and Metrolink Station in the amount of \$4,000,000;
4. SR-138 (SR-14) Avenue K Interchange in the amount of \$9,297,500; and
5. SR-138 Palmdale Blvd South Bound SR-14 Ramps in the amount of \$1,186,250;

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

Attachments: [Attachment A - Projects Location Map](#)
[Attachment B - I-5/SR-14 Interchange Subregional Reprogramming Projects](#)

**9. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM
SEMI-ANNUAL UPDATE**

[2018-0530](#)

RECOMMENDATION

CONSIDER:

A. APPROVING \$41.3 million of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list, as shown in Attachment A for:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvement in Las Virgenes Malibu
- I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements

(South Bay)

- I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
- I-710 South and/or Early Action Projects in Gateway Cities

B. APPROVING time extension for 20 projects as shown in Attachment B;

C. DEOBLIGATING \$4.4 million of previously approved measure R Highway Subregional Program funds;

D. DELEGATING to the Chief Executive Officer (CEO) or his designee the authority to deobligate/reprogram funds and administratively extend funding agreement lapse dates for Measure R Highway Subregional project agreements to meet design, right of way and construction time frames; and

E. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - Projects Rec. Measure R](#)
 [Attachment B - Time Extensions List.pdf](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2018-0663](#)

RECEIVE General Public Comment

GENERAL PUBLIC COMMENT

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

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

Adjournment

**Board Report**

File #: 2018-0511, **File Type:** Contract**Agenda Number:** 5.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
OCTOBER 17, 2018****SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS,
SPECIFICATIONS AND ESTIMATES (PS&E) FOR I-605/VALLEY BOULEVARD
INTERCHANGE IMPROVEMENTS PROJECT****ACTION: APPROVE PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a 24-month, firm fixed price Contract No. AE51806000 with NCM Engineering Corporation in the amount of \$2,059,860 for Architectural & Engineering (A&E) services for the preparation of Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for the I-605/Valley Boulevard Interchange Improvements Project, subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans District 7, the Gateway Cities Council of Governments (GCCOG), and the San Gabriel Valley Council of Governments (SGVCOG), is advancing the development and implementation of the I-605/Valley Boulevard Interchange Improvements Project (the Project) to alleviate operational deficiencies and improve mobility and safety at this location, consistent with the goals and recommendations of the SR-91/I-605/I-405 Hot Spots Program.

BACKGROUND

The I-605 is a major north-south regional Interstate Freeway in Los Angeles County used for interregional travel and goods movement. The I-605/Valley Boulevard interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecast to increase and exacerbate existing traffic conditions without planned improvements.

The Project will reconfigure the I-605/Valley Boulevard interchange on-and-off ramps to reduce congestion and improve freeway and local interchange operations and safety. This project has been identified as a subregional priority project by Metro, Caltrans, GCCOG, and SGVCOG.

DISCUSSION

The Metro Board designated \$590 million in Measure R funds for the "Hot Spots" congestion relief

improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study of the corridors to identify congestion “Hot Spots” and develop preliminary improvement concepts. The I-605/Valley Boulevard Interchange Improvement Project is one of the “Hot Spot” or “Early Action” Projects being pursued to improve mobility along the I-605 Corridor.

Metro completed a Project Study Report-Project Development Support (PSR-PDS) for the I-605 and SR-60 Interchange that was approved by Caltrans in December 2015. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phase. While Metro/Caltrans are preparing a corridor-level PA&ED for the I-605 between the I-105 and the I-10, smaller scale “Early Action” projects like the I-605/Valley Boulevard Interchange Improvement Project have been identified and are being advanced independently.

Caltrans is the lead agency responsible for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Metro will be responsible for completion of the PA&ED and PS&E for the Project. Upon completion of this phase by 2020, the Project will be ready for construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on safety of Metro’s patrons, employees or users of these facilities.

FINANCIAL IMPACT

For FY19, \$1,000,000 has been budgeted in Highway Program Cost Center 4730, under I-605/Valley Boulevard Interchange Improvement Project No. 460348, Task Nos. 5.2.100 and 5.3.100, Professional Services Account No. 50316.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management-Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the mainline and the I-605/Valley Boulevard interchange.

Goal 2: Transform LA County through regional collaboration by partnering with Caltrans, GCCOG, SGVCOG, City of Industry and LA County to identify needed improvements and taking the lead in the developing and implementing the Project.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans, and reflects general consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE51806000 to prepare the PA&ED and PS&E for the I-605/Valley Boulevard Interchange Improvements Project.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

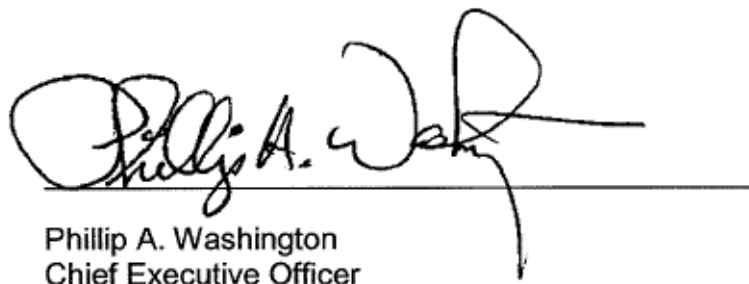
Prepared by: Michelle Smith, Sr. Director, Countywide Planning (213) 922-3057

Abdollah Ansari, Sr. Executive Officer, Construction & Engineering (213) 922-4781

Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer (213) 922-7557

Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PA/ED and PS&E FOR I-605/VALLEY BOULEVARD INTERCHANGE
IMPROVEMENTS PROJECT/AE51806000

1.	Contract Number: AE51806000	
2.	Recommended Vendor: NCM Engineering Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 7, 2018	
	B. Advertised/Publicized: March 7, 2018	
	C. Pre-Proposal Conference: March 12, 2018	
	D. Proposals Due: April 2, 2018	
	E. Pre-Qualification Completed: June 25, 2018	
	F. Conflict of Interest Form Submitted to Ethics: April 12, 2018	
	G. Protest Period End Date: October 22, 2018	
5.	Solicitations Picked up/Downloaded: 81	Bids/Proposals Received: 7
6.	Contract Administrator: David Chia	Telephone Number: (213) 922-1064
7.	Project Manager: Michelle Smith	Telephone Number: (213) 922-3057

A. Procurement Background

This Board Action is to approve Contract No. AE51806000 issued in support of the Project Approval/Environmental Document (PA/ED) and Plans, Specifications and Estimate (PS&E) for construction of the Interstate 605 (I-605) and Valley Boulevard Interchange Improvements. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was a Small Business Prime (set-aside) solicitation that was open to Metro Certified Small Businesses only.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 13, 2018, extended the proposal due date from March 19, 2018 to April 2, 2018.
- Amendment No. 2, issued on March 23, 2018, updated the Statement of Work and associated attachments.
- Amendment No. 3, issued on March 29, 2018, updated the Submittal Requirements.

A pre-proposal conference was held on March 12, 2018, and was attended by 29 participants representing 20 companies. There were 25 questions asked and responses were released prior to the proposal due date.

A total of 81 firms downloaded the RFP and were registered on the planholders' list. A total of seven proposals were received on April 2, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET), consisting of Metro staff from the Highway Programs department and one external transportation expert from the California Department of Transportation (Caltrans), convened and a comprehensive technical evaluation of the proposals was conducted.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|---|------------|
| • Firm/Team Qualifications | 25 percent |
| • Project Manager, Key Staff & Subconsultant Qualifications | 25 percent |
| • Project Understanding & Approach | 30 percent |
| • Work Plan | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural-and-Engineering (A&E) highway improvement procurements. Several factors were considered when developing these weights, giving the greatest importance to the proposer's project understanding and approach.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period from April 4, 2018 through April 26, 2018, the PET completed its independent evaluation of all proposals received. Three firms, listed in alphabetical order below, were determined to be within the competitive range:

1. Advanced Civil Technologies (ACT)
2. ADVANTEC Consulting Engineers, Inc. (Advantec)
3. NCM Engineering Corporation (NCM)

The remaining firms were determined to be outside the competitive range and were not included for further consideration.

On April 26, 2018, oral presentations were held with the three firms within the competitive range. At each firm's interview, project managers and key team members discussed what differentiated their firm from others and elaborated on their proposed designs.

All firms also responded to the PET's questions. They responded to questions inquiring about critical environmental issues, resolving stakeholder conflicts, project area impacts, schedule delays, and their preferred alternative design.

Qualifications Summary of Recommended Firm:

NCM Engineering Corporation

NCM is an engineering firm that specializes in transportation infrastructure projects. Its expertise includes roads, highways, freeways, bridges, and related highway and railroad structures.

NCM presented a well-qualified team that demonstrated substantial experience in relevant PA/ED and PS&E projects. The team's project experience includes the I-605/I-5 Interchange Improvements PA/ED, I-605/I-5 Interchange Improvements PSR-PDS, I-605/SR 60 Interchange Improvements PA/ED, I-605/SR 60 Interchange Improvements PSR-PDS, I-605/SR 91 Interchange Improvements PA/ED, and SR 91/I-605/I-405 Congestion Hot Spots Feasibility Report.

NCM demonstrated substantial understanding of project requirements. It detailed project issues that included operational deficiencies, tight turn radiuses, double right turn destinations, unbalanced traffic volumes, short weaving lengths, tight spacing, environmentally sensitive areas, accident rates, pedestrian and cyclist safety, railroad crossings and crossovers, and unsafe driver behavior.

NCM's preferred design included innovative features that included free-flow nonstop right turns, additional on-ramp lanes, raised medians, additional turn lanes, sidewalk removals, ramp widening, and ramp lengthening. Four separate site maps in each direction were provided to highlight the benefits of the features. Additional site maps were provided to illustrate the proposed enhancements.

NCM elaborated on its risk management strategy. A risk matrix would be used to track project issues. A detailed 90-day plan would be developed to jumpstart the project.

Final scoring determined that NCM is the highest qualified firm. Set forth below is a summary of the scores in order of rank:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	NCM Engineering Corporation				
3	Firm/Team Qualifications	79.73	25.00%	19.93	
4	Project Manager, Key Staff & Subcontractor Qualifications	83.33	25.00%	20.83	

5	Project Understanding & Approach	89.67	30.00%	26.90	
6	Work Plan	87.67	20.00%	17.53	
7	Total		100.00%	85.19	1
8	Advanced Civil Technologies				
9	Firm/Team Qualifications	80.40	25.00%	20.10	
10	Project Manager, Key Staff & Subcontractor Qualifications	75.33	25.00%	18.83	
11	Project Understanding & Approach	75.33	30.00%	22.60	
12	Work Plan	76.67	20.00%	15.33	
13	Total		100.00%	76.86	2
14	ADVANTEC Consulting Engineers, Inc.				
15	Firm/Team Qualifications	73.20	25.00%	18.30	
16	Project Manager, Key Staff & Subcontractor Qualifications	74.13	25.00%	18.53	
17	Project Understanding & Approach	81.33	30.00%	24.40	
18	Work Plan	61.00	20.00%	12.20	
19	Total		100.00%	73.43	3

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Significant cost savings resulted primarily from a reduction in project management services and environmental tasks.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
NCM Engineering Corporation	\$3,724,545.24	\$2,970,840	\$2,059,860

D. Background on Recommended Contractor

The recommended firm, NCM, is a transportation engineering firm composed of a highly qualified group of engineers who have delivered an array of large scale highway projects throughout Southern California. These projects include the I-605/I-5 Interchange Improvements PA/ED, Caltrans On-Call Highway Design, Project Development and Construction Services for Districts 6, 9 and 10, I-805 North HOV/BRT Design-Build in San Diego, I-15 Mira Mesa/Scripps Ranch Direct Access Ramps in San Diego, I-15 Express Lanes Design-Build in Riverside County, and Union Station/Patsaouras Plaza Busway Design-Build.

The proposed project manager possesses 31 years of highway engineering management experience that includes delivery of the PA/ED and PS&E for the I-15/Duncan Canyon Interchange, PA/ED and PS&E for the I-10/Riverside Avenue Interchange, PA/ED and PS&E for the I-15/Mojave Drive Interchange, PA/ED for the I-10/Cherry Avenue Interchange, PA/ED for the I-10/Citrus Avenue Interchange, PA/ED for the I-215 Bi-County HOV Lane Gap Closure, and PS&E for the I-215 Segment 1 and Segment 2 Widening and Reconstruction. Key personnel possess a combined experience spanning over 100 years.

DEOD SUMMARY

**PA/ED and PS&E FOR I-605/VALLEY BOULEVARD INTERCHANGE
IMPROVEMENTS PROJECT/AE51806000**

A. Small Business Participation

Pursuant to Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

NCM Engineering Corporation, an SBE Prime, is performing 35.56% of the work with its own workforce and made a total SBE commitment of 64.84%. The prime also listed six (6) SBE firms, GPA Consulting, Intueor Consulting, Inc., Guida Surveying, Inc., Optitrans, Arellano Associates, and Epic Land Solutions, Inc.; and four (4) non-SBE firms, WKE, Inc., Group Delta Consultants, AZTEC Engineering Group, and Wilson & Company, Inc., as subcontractors on this project.

SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Contractors	SBE % Committed
1.	NCM Engineering Corporation (Prime)	35.56%
2.	GPA Consulting	7.90%
3.	Intueor Consulting, Inc.	8.36%
4.	Guida Surveying, Inc.	6.72%
5.	Arellano Associates	0.49%
6.	Optitrans	4.41%
7.	Epic Land Solutions, Inc.	1.40%
	Total Commitment	64.84%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department

of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0560, File Type: Informational Report

Agenda Number: 7.

AD HOC CONGESTION, HIGHWAYS AND ROADS COMMITTEE OCTOBER 17, 2018

SUBJECT: METRO EXPRESSLANES FISCAL YEAR 2018 OPERATIONS PERFORMANCE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the FY2018 Operations Performance Report (Attachment A) for the Metro ExpressLanes.

ISSUE

In order to monitor performance and ensure key performance goals are met, Metro ExpressLanes performance metrics are monitored on a continual basis. This report provides an update on the performance of the Metro ExpressLanes for FY 2018.

DISCUSSION

Since the inception of the ExpressLanes, more than 195 million trips have been taken on the ExpressLanes (125.4 million on the I-110 and 69.9 million on the I-10). A total of 702,500 accounts have been opened, including 17,049 Low-Income-Assistance-Plan accounts.

Attachment A provides a detailed summary of the program's performance for Metro's Fiscal Year 2018 (July 1, 2017 to June 30, 2018). The following are highlights of the Metro ExpressLanes performance based upon data through June 30, 2018:

- For the full length of each of the corridors, the average monthly speed exceeds 45 miles per hour (mph):
 - I-110 ExpressLanes average AM peak-period travel speeds were 52 mph, saving up to an average of 13 minutes compared to the GP lanes.
 - I-10 ExpressLanes average AM peak-period travel speeds were 53 mph, saving up to an average of 14 minutes compared to the GP lanes.
- 42.2 million vehicle trips were taken in the ExpressLanes in FY18, an increase of 2% compared to FY17.
- 151,783 transponders were issued in FY18, nearly unchanged compared to FY17.
- Total Low Income Assistance Plan accounts increased by 20% in FY18 over FY17 to a total of 17,049 accounts.

2018 Customer Survey Results

Metro ExpressLanes 2018 Customer Survey gathered feedback as part of Metro ExpressLanes' ongoing efforts to improve customer experience. The survey was sent to all Metro ExpressLanes customers with a valid email on file. In FY18 a total of 81,748 customers responded to the survey, a 76% increase over FY17.

Key findings from the survey:

- 82% of survey respondents were satisfied/very satisfied with Metro ExpressLanes customer service.
- 90% of ExpressLanes users are satisfied with the amount of time saved relative to the toll paid; a 10% increase over FY17.
- 89% of ExpressLanes users are satisfied/very satisfied with the speed maintained on the ExpressLanes.
- More than 75% of respondents would support Metro ExpressLanes projects on additional LA county roadways.
- 68% of survey respondents ranked the expansion of ExpressLanes onto other corridors as an important/very important way to mitigate traffic in LA County.

HOV Only Status and Travel Speeds the AM Peak Period

The ExpressLanes are operated on dynamic pricing principles designed to maintain travel speeds at or above 45mph. When vehicle travel speeds fall below 45 mph on a segment of the lanes, the lanes go into HOV Only status which means Single Occupant Vehicles (SOVs) are prohibited from entering the lanes at that segment to help alleviate the congestion and raise the speeds.

In FY 2018, the I-110 was in HOV Only status a total of 20,583 minutes during the AM peak period. This is a 5.8% decrease compared to FY17. Comparatively, the I-10 was in HOV Only status a total of 3,314 minutes, a 14% decrease from FY17. HOV Only minutes decreased in FY18 due to refinements made to the pricing algorithm and increases to the maximum toll-per-mile charge. These changes were implemented to minimize adverse impacts to travel speeds despite increases in ExpressLanes trips.

Five Year Anniversary of the METRO EXPRESSLANES

In FY18 the ExpressLanes celebrated 5 years of operations on the I-110 (opened November 10, 2012) and I-10 (opened February 23, 2013). A series of customer appreciation events took place to celebrate the program's success:

- All Low Income Assistance Plan customers received a \$10 toll credit
- Toll credits were given to the first five customers that opened a Metro ExpressLanes account, the first five customers who enrolled in a low income assistance plan, the first five carpoolers, and the first five customers that signed up for the Transit Rewards program
- Metro ExpressLanes marketing giveaways were provided to transit riders at the Harbor Gateway Transit Station (November 6-9, 2017) and El Monte Station (February 20-23, 2018).

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FY18 Metro ExpressLanes Performance report aligns with Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. ExpressLanes provide drivers with the option of a more reliable trip while improving the overall operational efficiency of the freeway network. The annual review and monitoring of the ExpressLanes program through performance evaluation and customer surveys informs staff's efforts toward ongoing program improvements.

ALTERNATIVES CONSIDERED

The Board could elect not to receive the performance report. This is not recommended since the performance report represents an industry best practice in providing information to the governing body.

NEXT STEPS

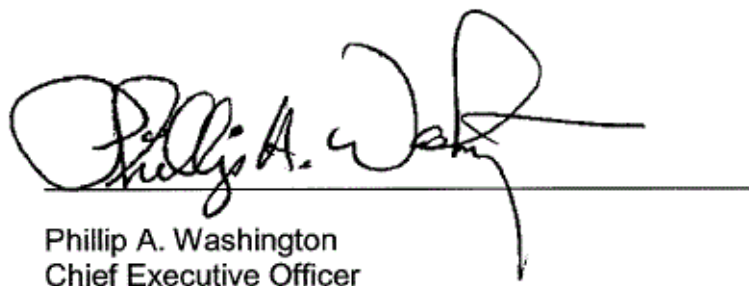
Staff will return to the Board next year with the next performance report and will continue work on implementing the operational improvements listed in the report.

ATTACHMENTS

Attachment A - Metro ExpressLanes Performance Report: Fiscal Year 2018

Prepared by: Michel'le Davis, Principal Transportation Planner, 213-418-3136
Shahrazad Amiri, Executive Officer, Congestion Reduction, 213-922-3061

Reviewed by: Stephanie Wiggins, Deputy CEO, 213.922-1023



Phillip A. Washington
Chief Executive Officer

METRO EXPRESSLANES

Operations Performance Report

FISCAL YEAR 2018
(ENDING JUNE 30, 2018)



Metro®

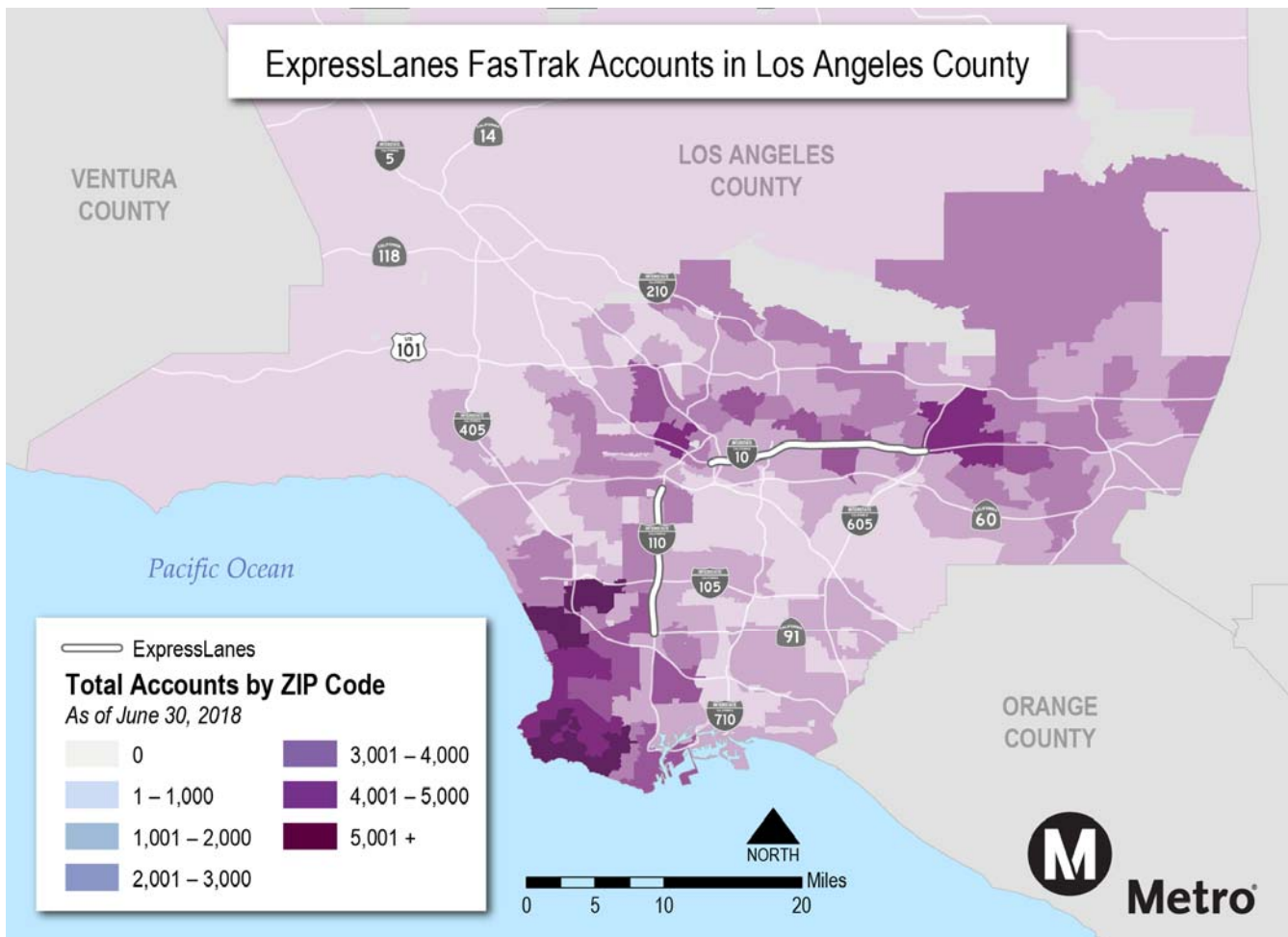


Program Highlights

Operational Totals through June 30, 2018

TOTAL VEHICLE TRIPS		195,331,723
	I-110 TRIPS: 125,407,606	I-10 TRIPS: 69,924,117
TOTAL ACCOUNTS OPENED		702,500
	LOW-INCOME ASSISTANCE PLAN ACCOUNTS	17,049
	TAP REWARDS REGISTERED ACCOUNTS	18,384
TOTAL TRANSPONDERS ISSUED		872,966

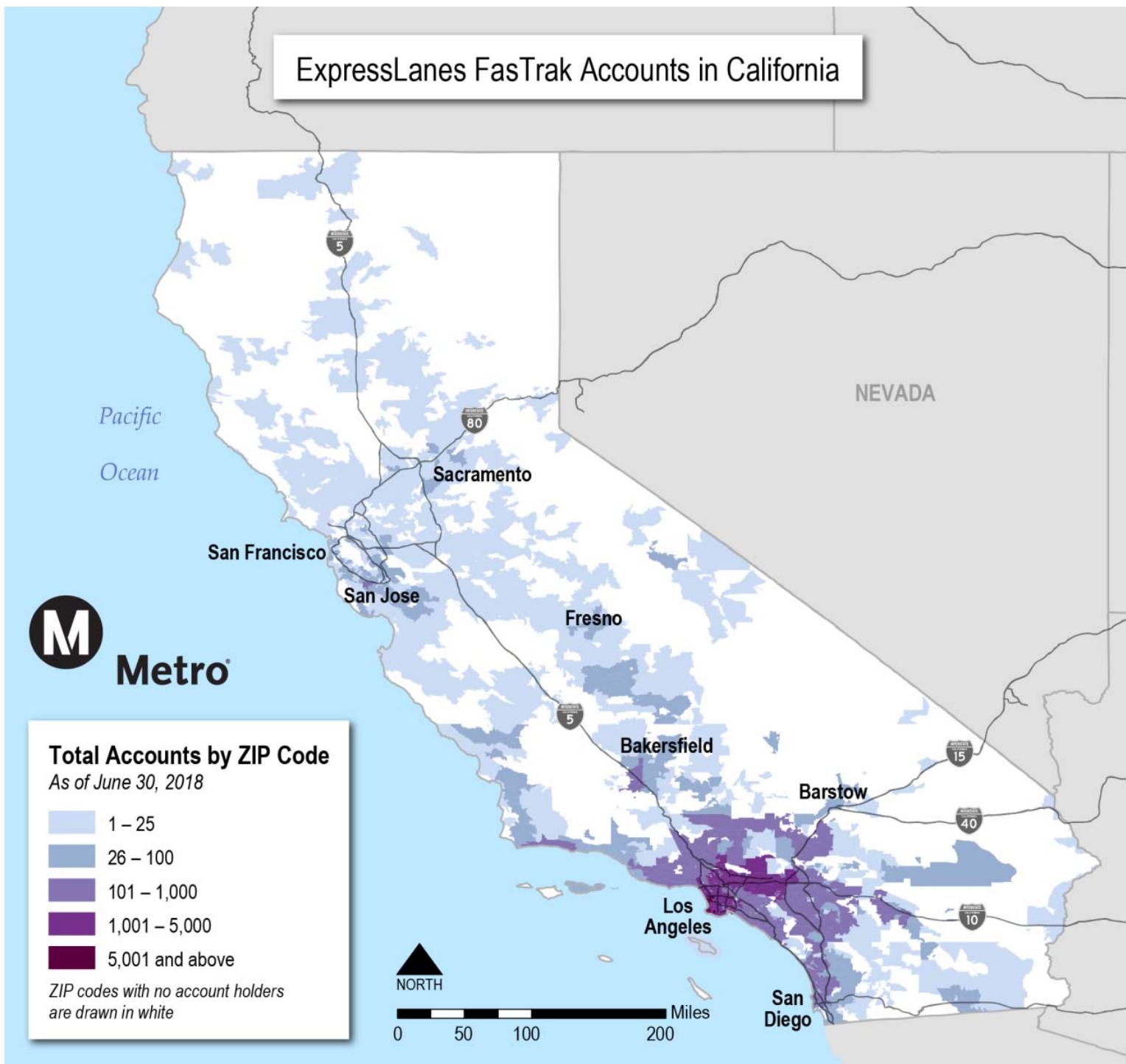
ExpressLanes Customers in Los Angeles County





ExpressLanes Customers in California

ExpressLanes FasTrak Accounts in California

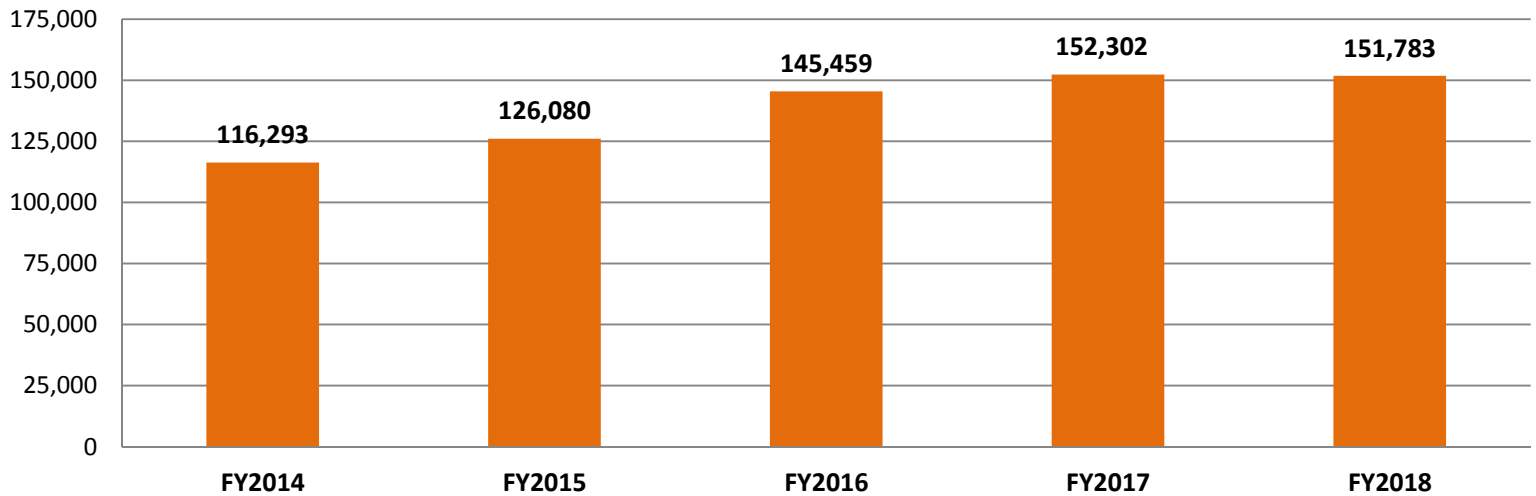




FasTrak® Transponder Adoption

The demand for Metro ExpressLanes FasTrak® transponders continues to grow. A total of 872,966 transponders have been issued through June 30, 2018 and a total of 702,500 accounts have been opened. In 2018, transponder adoption was at the second highest level in the 5 full years of operations.

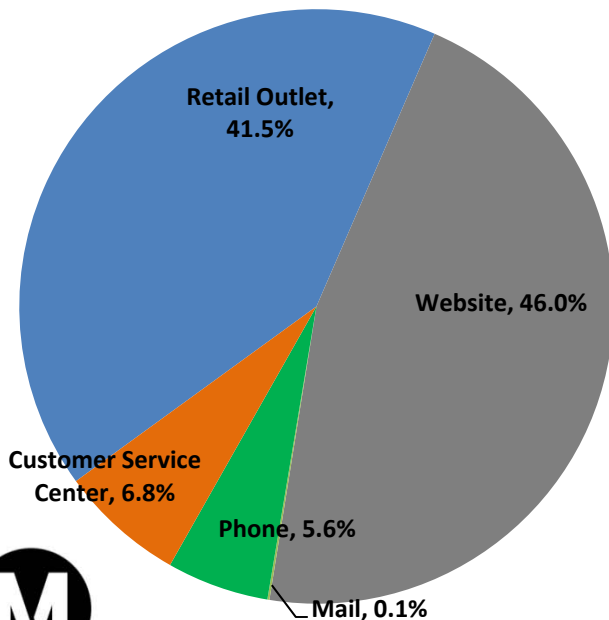
Newly Issued FasTrak® Transponders



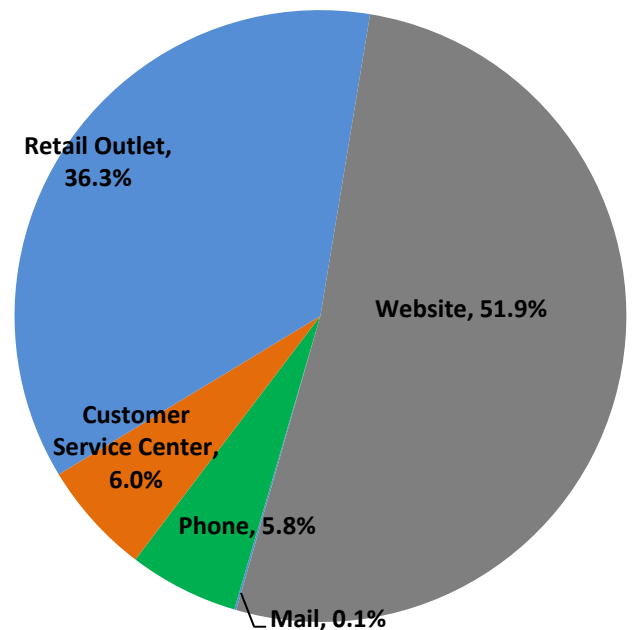
Account Opening Channel

In FY18 our website, metroexpresslanes.net, was the largest channel for transponder distribution, followed by our retail partners. Customers can purchase a FasTrak® transponder at participating AAA, Costco, and Albertsons locations in Los Angeles County. Account openings on the web saw an increase from 2017 to 2018, with almost 52% of accounts opened on the website.

FY17 Accounts Opened by Channel



FY18 Accounts Opened by Channel



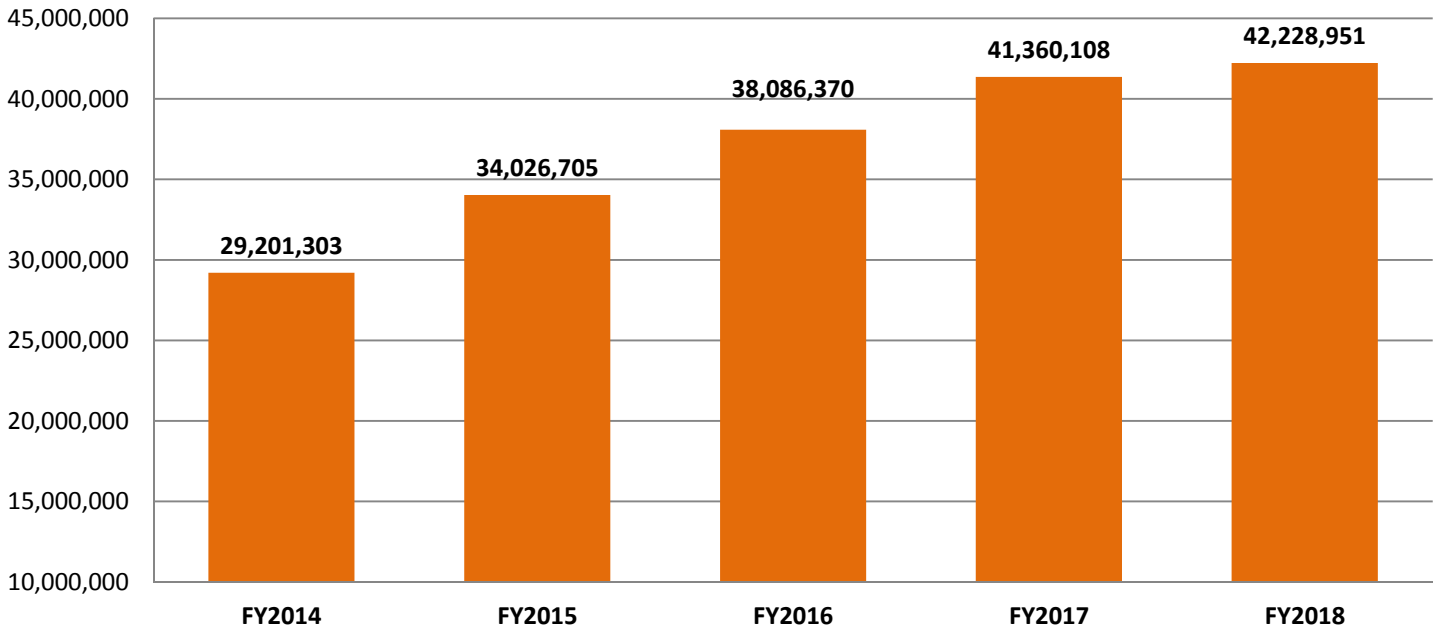
Metro



ExpressLanes Trips

Vehicle trips on the ExpressLanes increased by 2.1% in FY18 compared to FY17. A total of 195,331,723 trips have been taken on the ExpressLanes from opening November 10, 2012 through June 30, 2018.

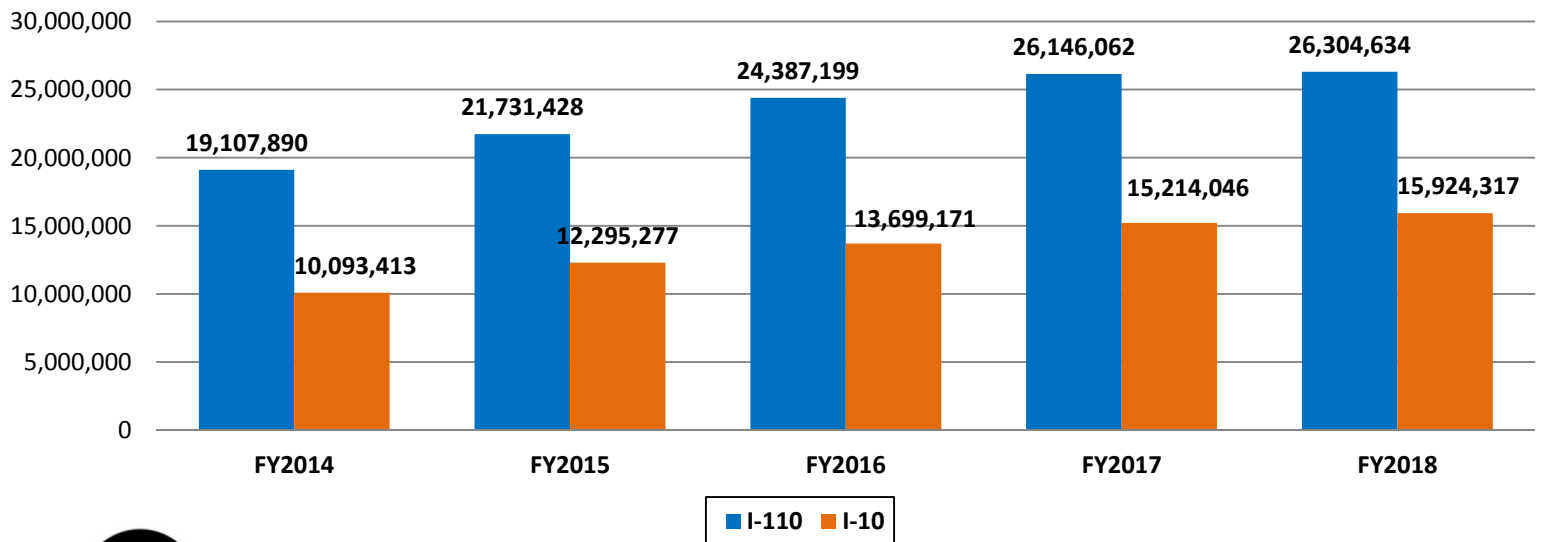
Total ExpressLanes Trips by Year



Trips by Corridor

The I-110 corridor continues to have higher trip volumes than the I-10 corridor. However, I-110 trips only increased by .61% in FY18 compared to a 4.67% increase on the I-10 corridor.

ExpressLanes Trips by Corridor

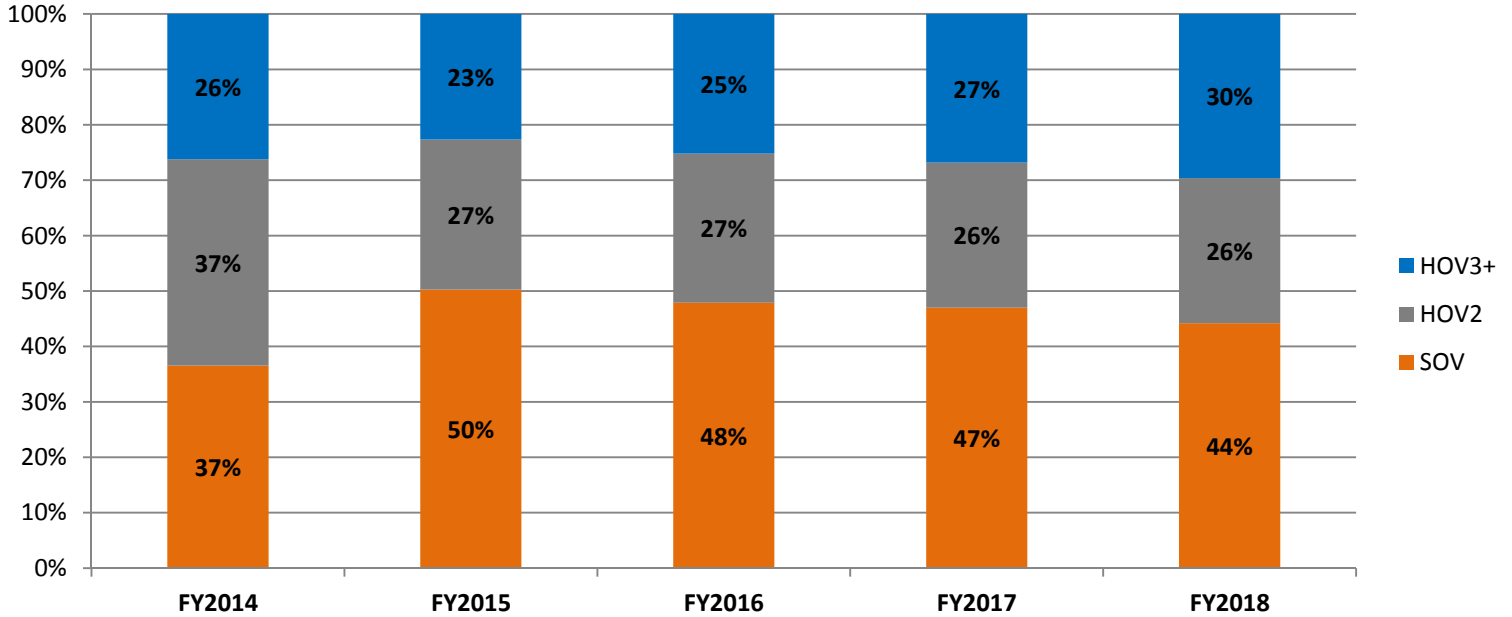




Mode Split

In FY18 HOV2 and HOV3+ continued to slightly increase over Single Occupant (SOV) trips.

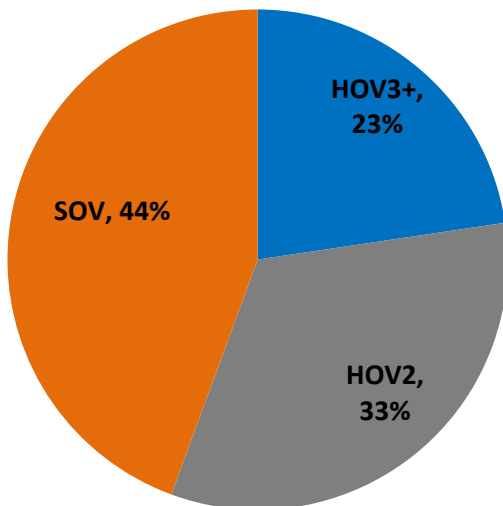
ExpressLanes Occupancy Split by Year



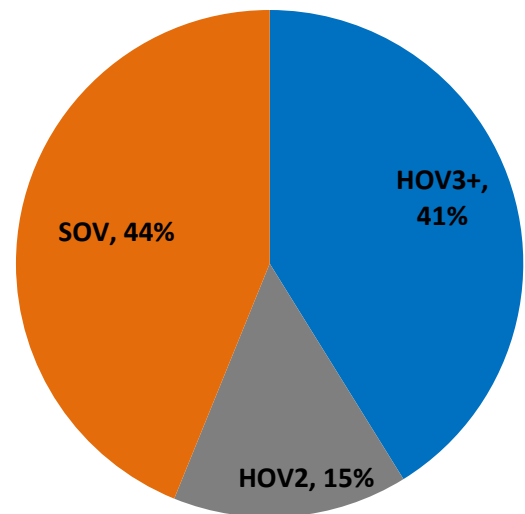
Mode Split by Corridor

The I-110 corridor has a significantly lower percentage of HOV3+ trips than the I-10 corridor. This is most likely due to the toll free status of HOV2 customers on the I-110 at all times compared to the HOV2 customers paying a toll during AM and PM peak times on the I-10.

I-110 FY18 Occupancy Split



I-10 FY18 Occupancy Split

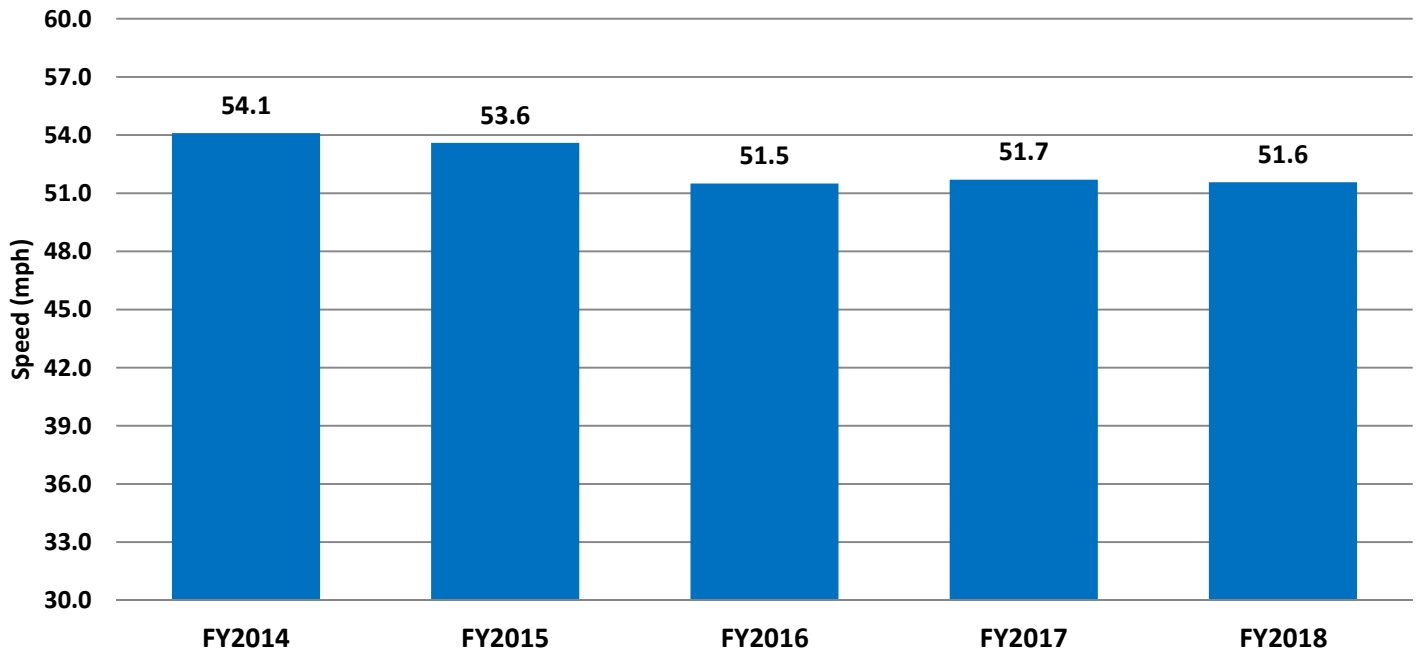




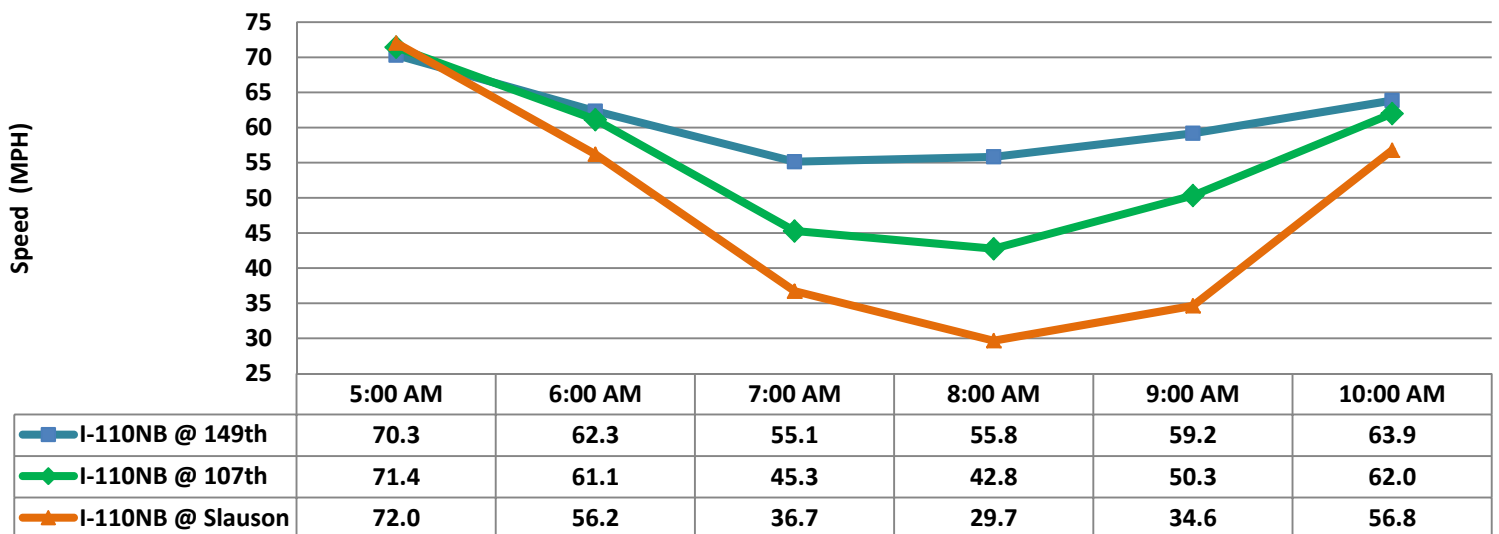
I-110 ExpressLanes Average Travel Speeds During Morning Peak

Average travel speeds during the year have remained above 45mph for the entire AM peak period. In FY18, speeds remained relatively unchanged from FY17 on the I-110 northbound. However, average speeds fluctuated during the morning peak depending upon the location and time. The number of vehicles in the ExpressLanes increases closer to downtown Los Angeles and between the hours of 7:00 AM and 9:00 AM causing speeds to decrease. In FY18, speeds were slowest near Slauson Avenue around 8:00 AM.

I-110NB Average Travel Speeds - AM Peak



FY18 Average I-110NB AM Peak Speeds by Time and Location

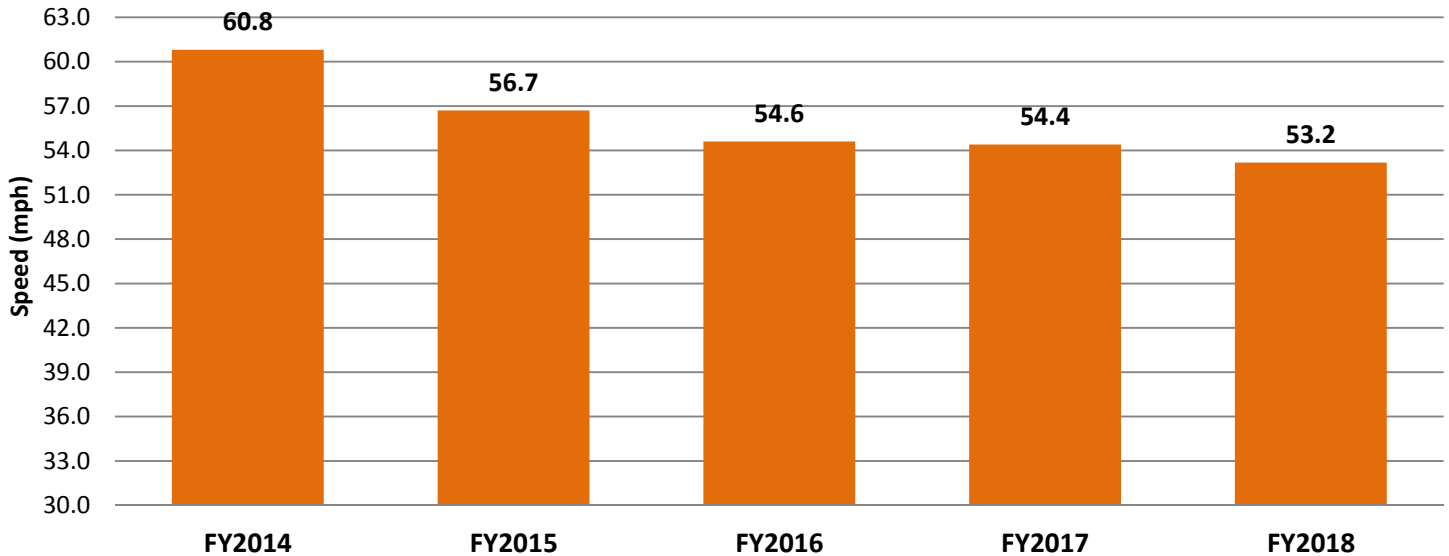




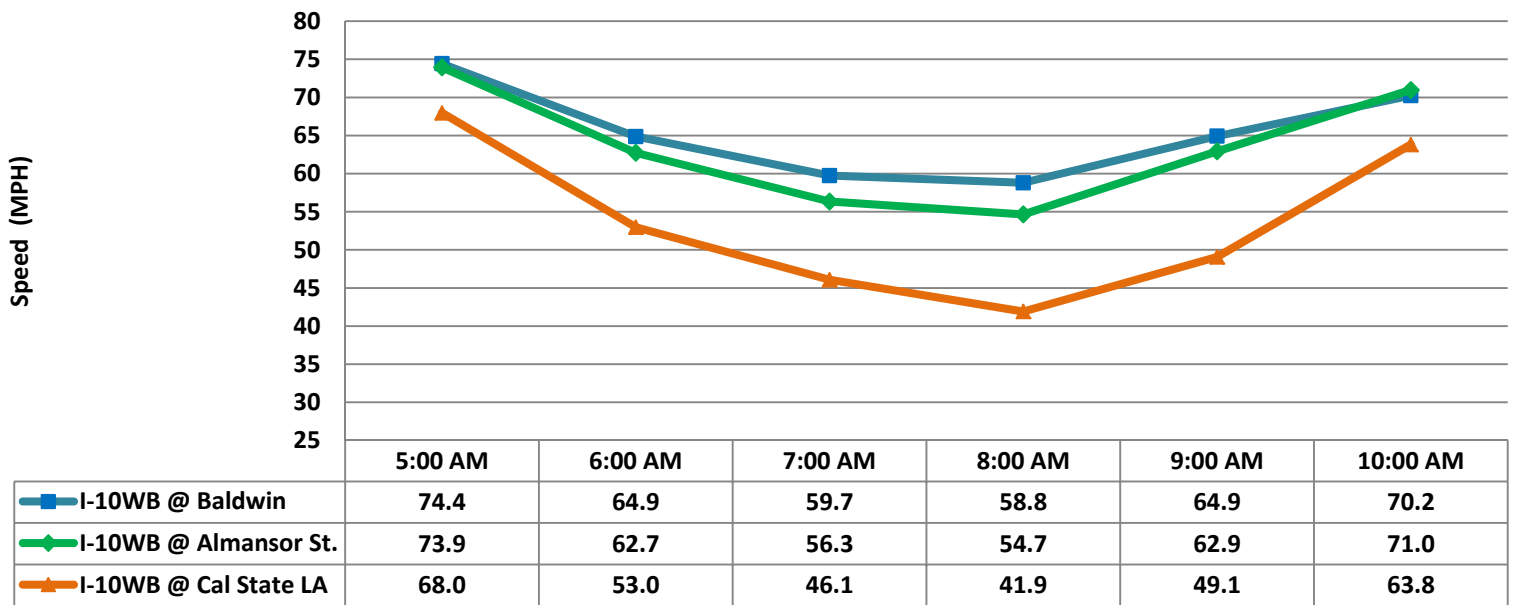
I-10 ExpressLanes Average Travel Speeds During Morning Peak

Average travel speeds during the year have remained above 45mph for the entire AM peak period. In FY18, speeds decreased by 2% from FY17 on the I-10 westbound. Average speeds fluctuate during the morning peak depending upon the location and time. The number of vehicles in the ExpressLanes increases closer to downtown Los Angeles and between the hours of 7:00 AM and 9:00 AM causing speeds to decrease. In FY18, speeds were slowest near the Cal State Los Angeles exit around 8:00 AM.

I-10WB Average Travel Speeds - AM Peak



FY18 Average I-10WB AM Peak Speeds by Time and Location

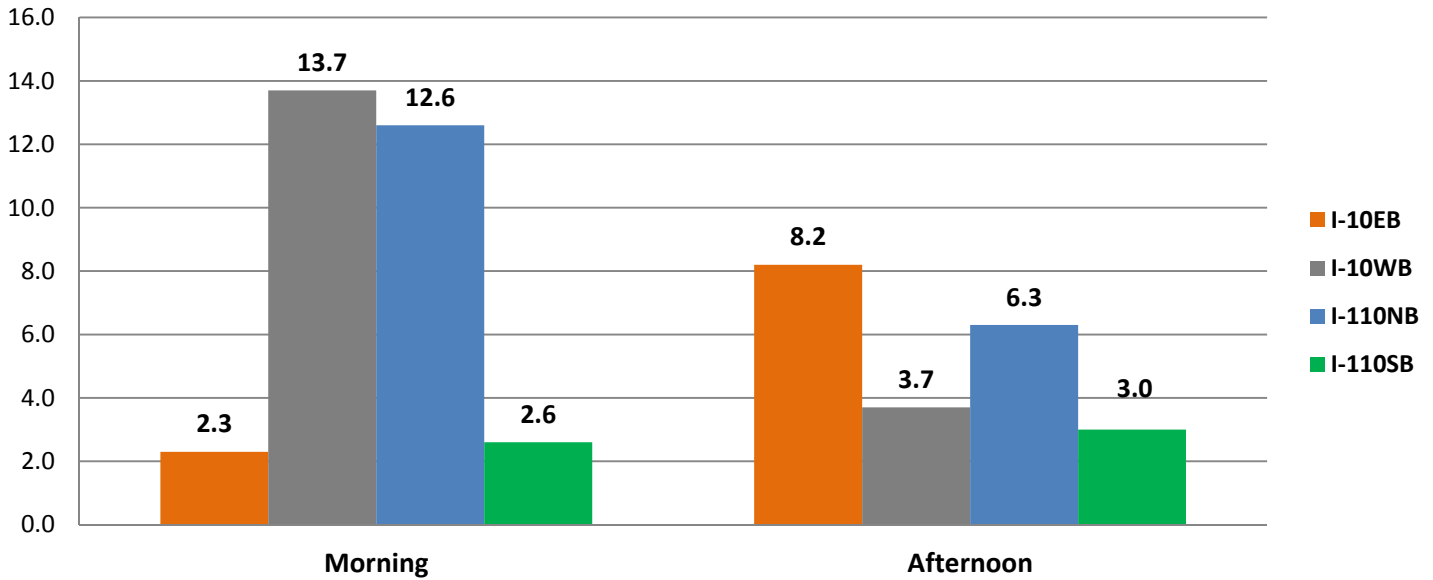




ExpressLanes Travel Times Savings Over General Purpose Lanes

Average speeds in the ExpressLanes remain higher than the average speeds in the General Purpose (GP) Lanes. Travel time tests were performed on the ExpressLanes in the morning and afternoon peak times. Morning peak travelers saved up to an average of over 13 minutes when in the ExpressLanes compared to the GP lanes. Afternoon travelers saved up to an average of 8 minutes in the ExpressLanes compared to the GP lanes.

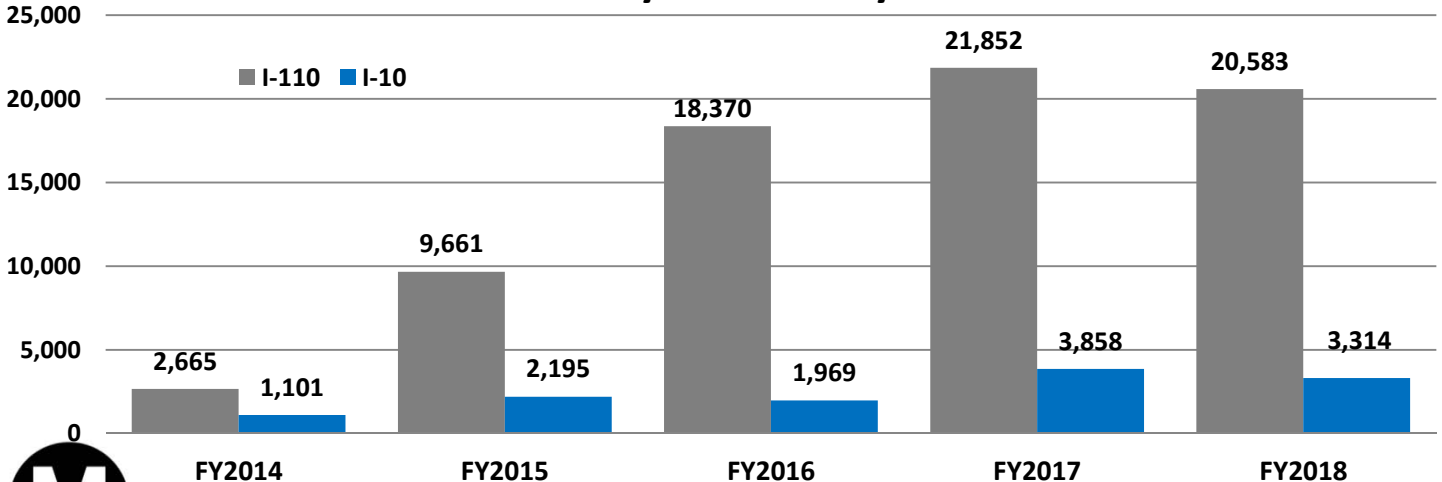
FY18 Average Travel Time Savings (Minutes)



HOV Only Status

When the average vehicle speed begins to fall below 45mph on a segment of the lanes, the lanes go into HOV Only status, precluding SOV drivers from entering the lanes to help alleviate some congestion. Due to the higher vehicle volumes and lower HOV requirement, the I-110NB goes into HOV Only status more frequently than the I-10WB. FY18 HOV Only minutes decreased by 5.8% on the I-110 and 14.1% on the I-10 due to further refinement of the dynamic pricing algorithm.

HOV Only Minutes by Year

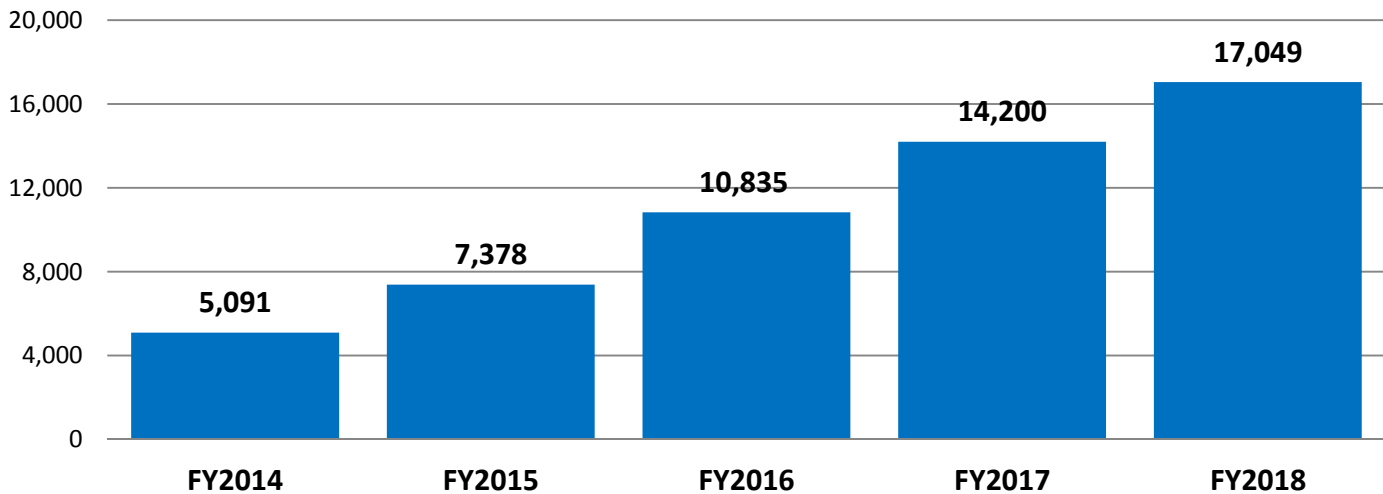




ExpressLanes Customer Incentives – Low Income Assistance Plan

Residents of Los Angeles County with an annual household income equal to or less than double the federal poverty level qualify for a one-time credit of \$25 and an automatic waiver of the monthly account maintenance fee. Although the number of new accounts opened was less in FY18 than FY17, the total number of accounts increased by 20% to 17,049. Increased outreach and marketing is planned for FY19 in an effort to increase customer participation in the program.

Total Low Income Assistance Plan Accounts



Low Income Assistance Plan Outreach

Metro ExpressLanes provides outreach at different community events, festivals, and transportation workshops throughout the year to promote the plan. During FY18 multiple campaigns advertised the program on bus cards (spring 2018), billboards (spring 2018), and online ads (winter 2017 to spring 2018).



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METRO EXPRESSLANES



ExpressLanes Customer Incentives – Transit Rewards

Transit riders that register a TAP card on their ExpressLanes account can earn a \$5 toll credit each time they take 16 one-way transit trips during peak hours on the I-110 Harbor Transitway or the I-10 El Monte Busway. Since the opening of the ExpressLanes, 749,000 qualifying transit trips have been taken and \$179,960 in rewards have been issued.

FASTRAK EXPRESS LANES

**WE DRIVE.
YOU SAVE.**

**METRO EXPRESSLANES
TRANSIT REWARDS**

M Metro

FASTRAK

ExpressLanes Customer Incentives – Carpool Loyalty

The Carpool Loyalty Program automatically enters Metro ExpressLanes customers into a monthly drawing for a chance to win gift cards and toll credits when they use the ExpressLanes with a FasTrak® set to HOV2 or HOV3 status. Since the inception of the program, \$45,000 in gift cards and toll credits have been given to carpoolers.

**START A
CARPOOL, GET
REWARDED.**

M Metro

FASTRAK

**METRO EXPRESSLANES
CARPOOL LOYALTY
PROGRAM**





ExpressLanes Customer Appreciation – 5th Year Anniversary

The Metro ExpressLanes celebrated the 5th anniversary of operations in FY18. The I-110 ExpressLanes opened November 10, 2012 and the I-10 on February 23, 2013. In appreciation of our customers, all tolls were reversed for trips taken on the anniversary date of each corridor. In addition, Metro ExpressLanes staff recognized customers with the longest active accounts; provided all Low-Income Assistance Program participants with toll credits; and with support from Metro Operations, provided transit riders at the El Monte and Harbor Gateway Transit centers with ExpressLanes branded giveaways.



Metro ExpressLanes giveaways were provided to transit riders at the Harbor Gateway Transit Station November 6-9, 2017. (Above)



Messaging signs on the ExpressLanes had an appreciation message for customers on the I-110 and I-10 anniversary dates. (Above)



Transit riders were able to learn more about Metro ExpressLanes and receive giveaways at the El Monte Station February 19-23, 2018. (Left)



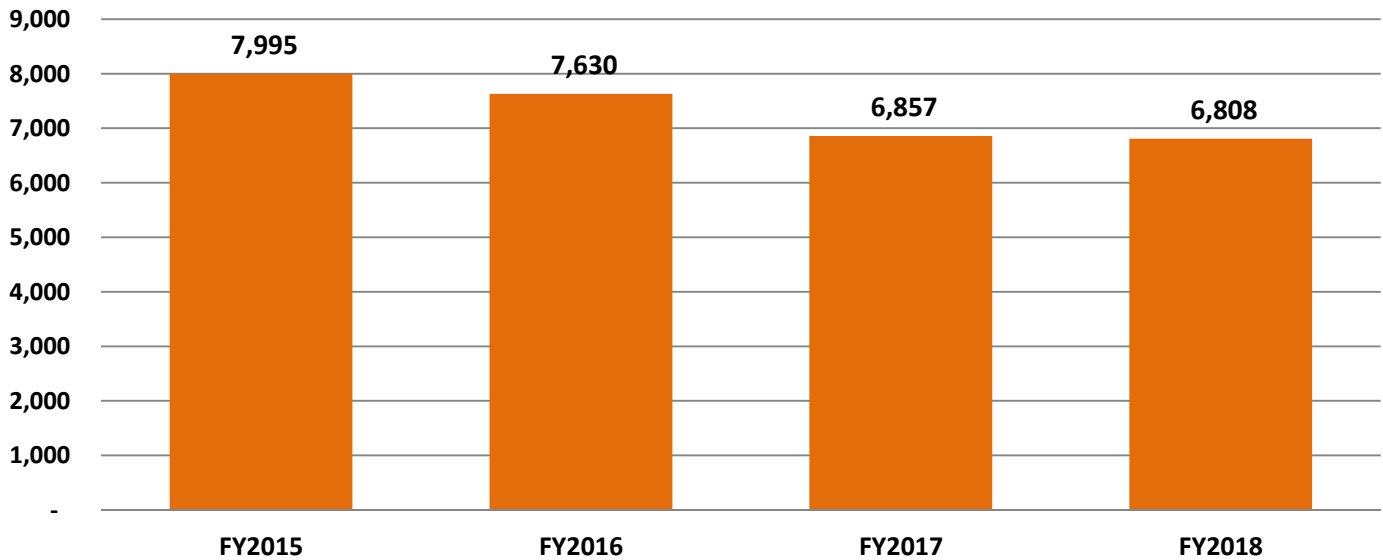
Metro



Silver Line Transit Ridership on the ExpressLanes

The Metro Silver Line operates as a Bus Rapid Transit (BRT) system on the I-110 and I-10 ExpressLanes. Silver Line ridership on the ExpressLanes during the peak periods has decreased by 0.71%, compared to overall Silver Line ridership increase of 2.3% in FY18.

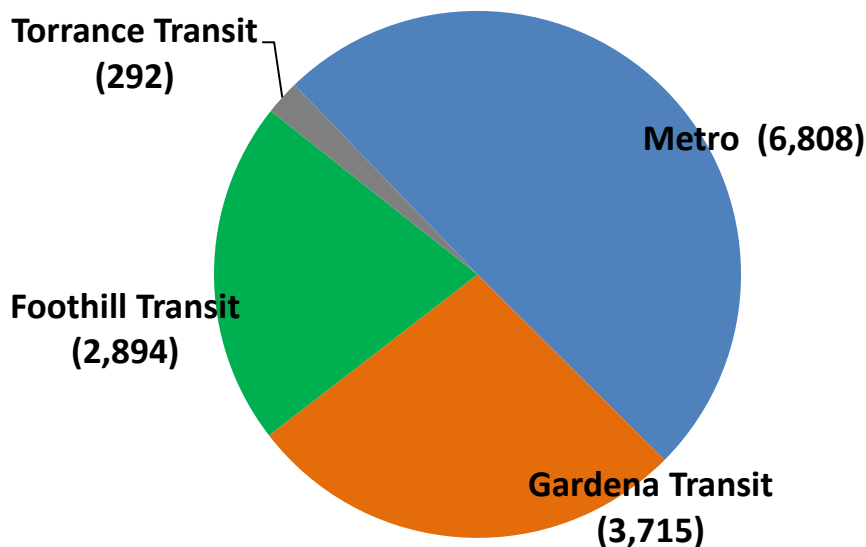
Silver Line Average AM and PM Peak Daily ExpressLanes Ridership



FY18 Transit Ridership on the ExpressLanes

In addition to the Metro Silver Line, Foothill Transit, Gardena Transit and Torrance Transit operate on the I-110 and I-10 ExpressLanes. In FY18 an average of 13,709 passengers were transported by these agencies during the AM and PM peak periods.

FY18 ExpressLanes Average AM and PM Peak Daily Transit Ridership

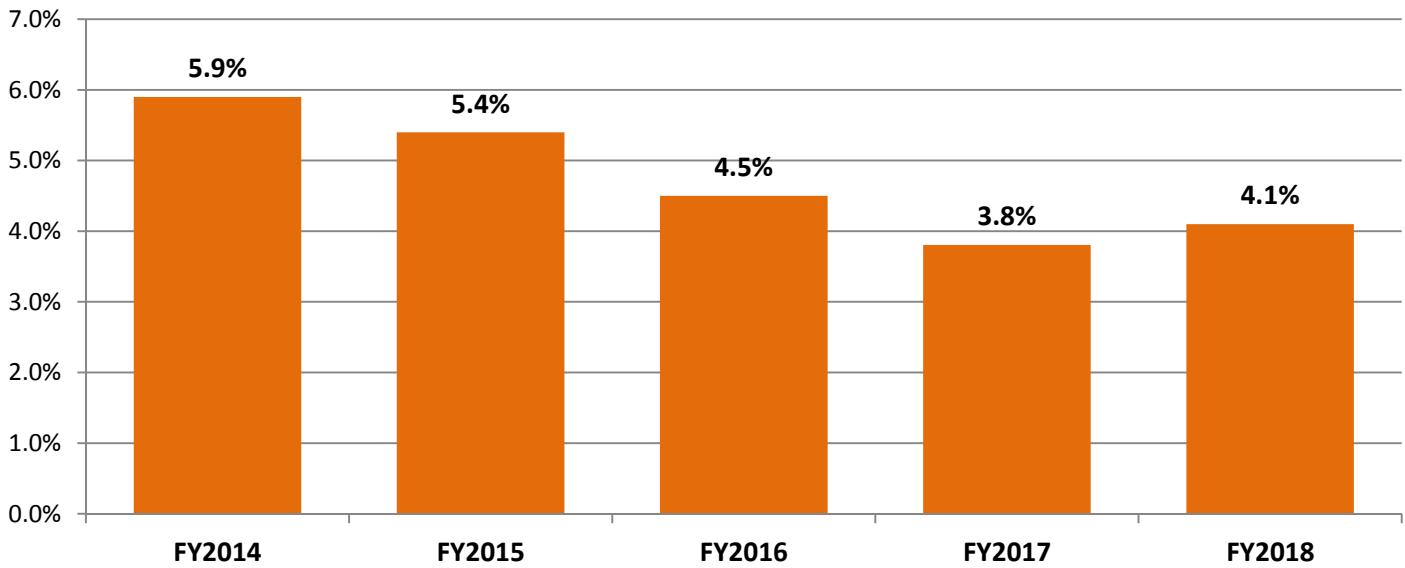




ExpressLanes Safety & Enforcement – Violations Issued

Metro ExpressLanes issues a notice of toll evasion violation when vehicles travel the ExpressLanes without a valid FasTrak® transponder. As public awareness of the ExpressLanes increases, the percentage of violations issued decreases. There was a slight increase in the percentage of violations between FY17 and FY18. Nevertheless, the violation percentage is consistent with programs at the same level of maturity at the 5 year mark.

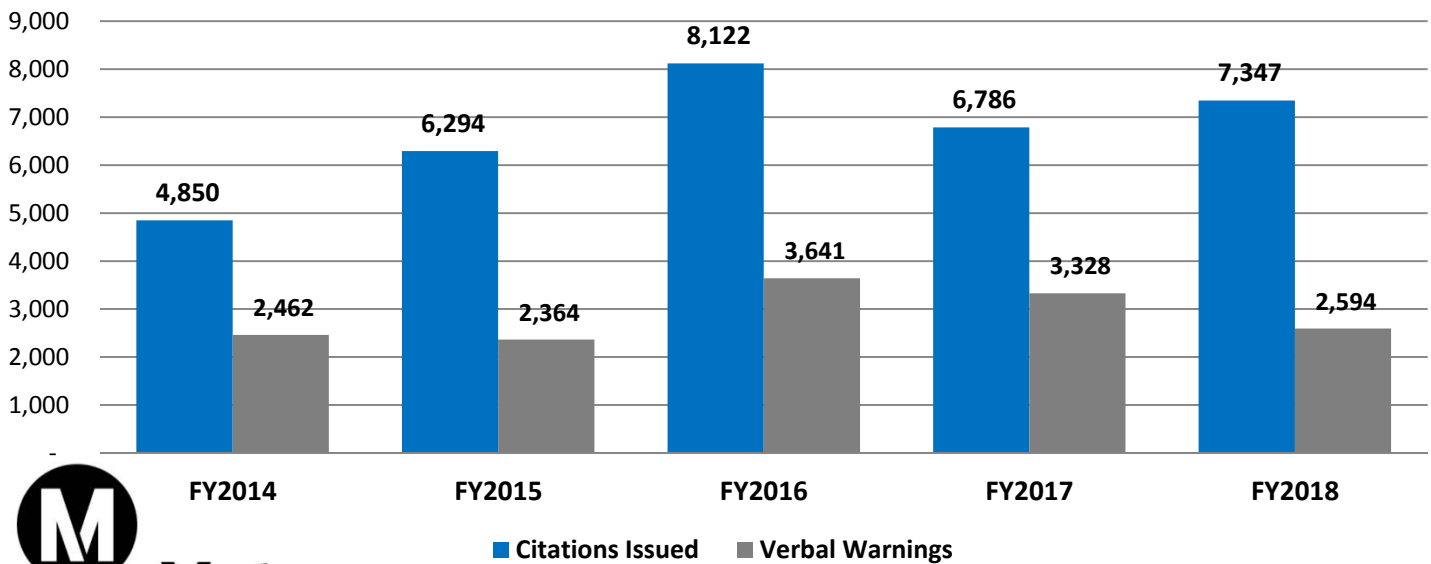
Violation Rate by Year



ExpressLanes Safety & Enforcement – CHP Activity

CHP officers are contracted to provide additional visual enforcement. CHP issues a toll/transponder related citation when a non-exempt vehicle is observed using the ExpressLanes without a transponder or the transponder switch setting does not match the observed vehicle occupancy. CHP issued citations increased by 8% from FY17 to FY18.

CHP Issued Citations & Verbal Warnings

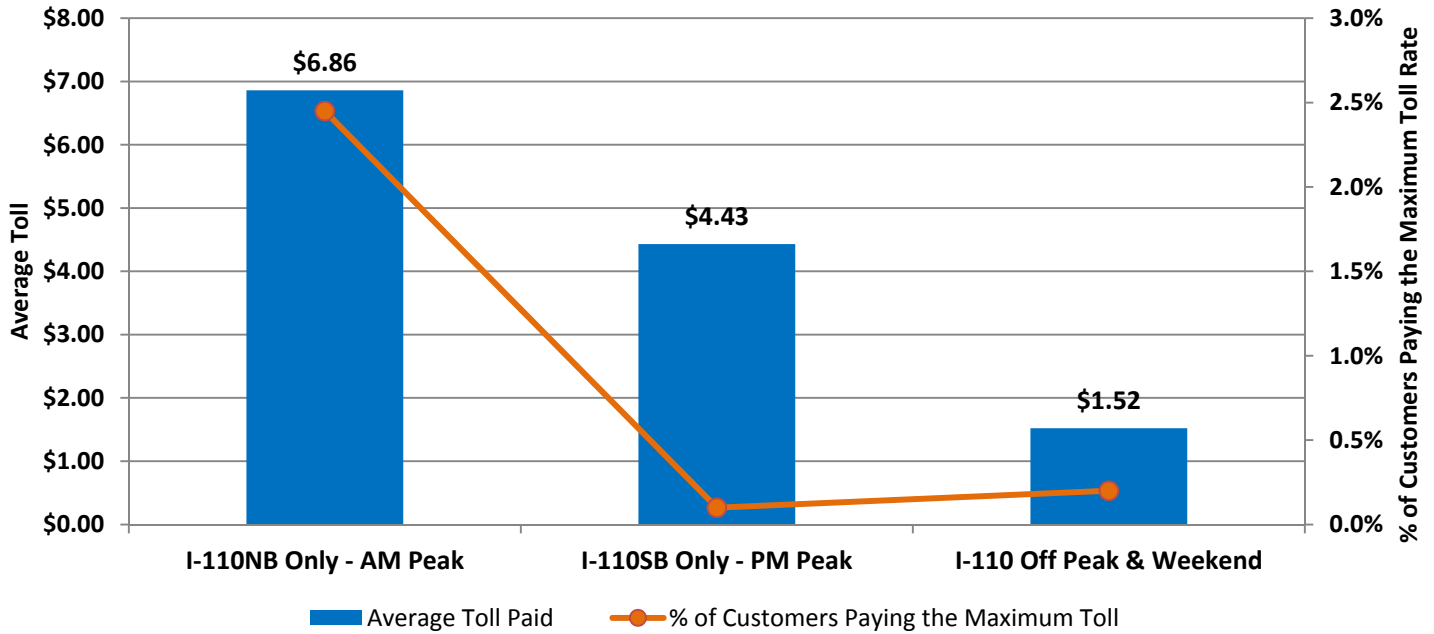




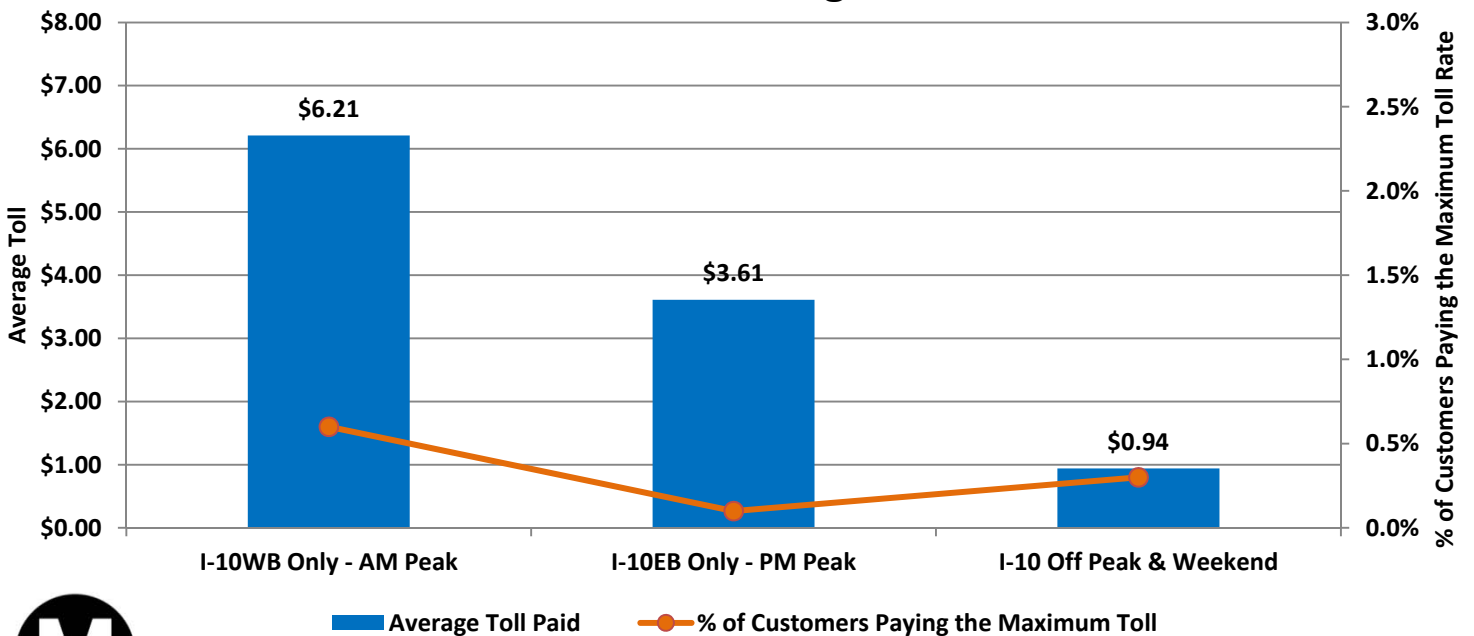
Average Tolls

Metro ExpressLanes uses a dynamic pricing algorithm to adjust the price of tolls according to the traffic volumes on the ExpressLanes. In FY18 the toll rates ranged from a minimum of \$0.10 to a maximum of \$2.00 per mile driven on the ExpressLanes. In FY18 the average toll during the AM Peak was \$6.86 and \$6.21 on the I-110NB and I-10WB respectively. Few customers pay the maximum toll rate; only 2.45% of I-110NB customers and 0.6% of I-10WB customers paid the maximum toll rates of \$26.20 and \$22.50, respectively during the AM Peak in FY18.

FY18 I-110 Average Tolls



FY18 I-10 Average Tolls





2018 Metro ExpressLanes Customer Survey

During August 2018 Metro ExpressLanes conducted a survey of our customers. The purpose of the Metro ExpressLanes 2018 Customer Survey was to gather feedback as part of Metro ExpressLanes' ongoing efforts to improve customer experience.

The survey included questions regarding Metro ExpressLanes use, proposed customer incentives/programs and potential modifications to toll-exempt carpool requirements. The survey was conducted August 1-15, 2018 and was sent to all Metro ExpressLanes customers with a valid email on file. In FY18 a total 81,748 customer responded. This was an 80% increase over 2017's 45,278 respondents.

Respondents were evenly split between I-10 and I-110 users providing insight to customer travel patterns and awareness of business rules on both corridors. In general, customer satisfaction remains high and at or above the satisfaction levels of the 2017 customer survey.

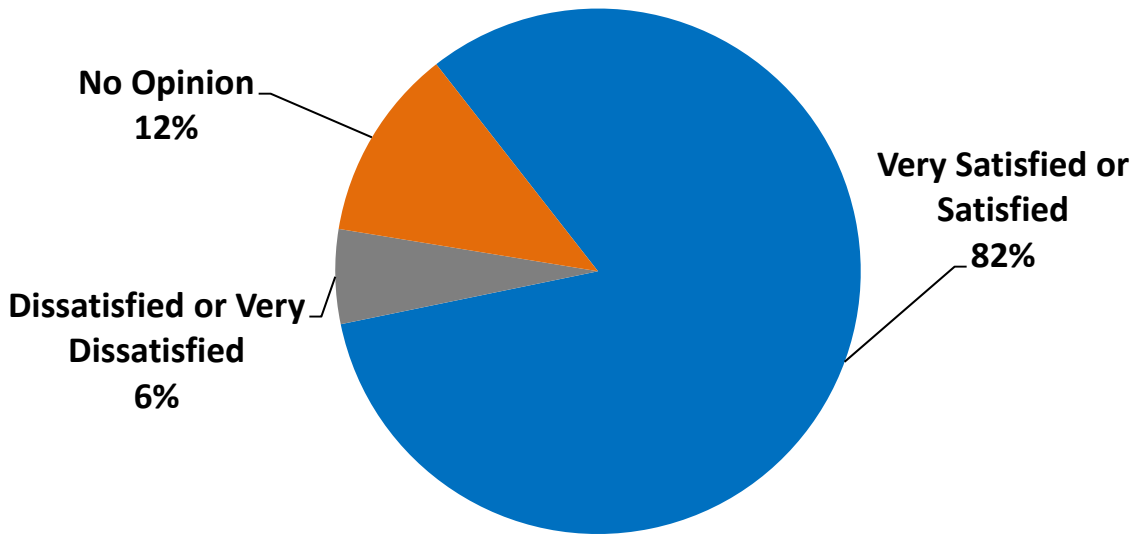
Key 2018 customer surveys findings are listed on the following pages.



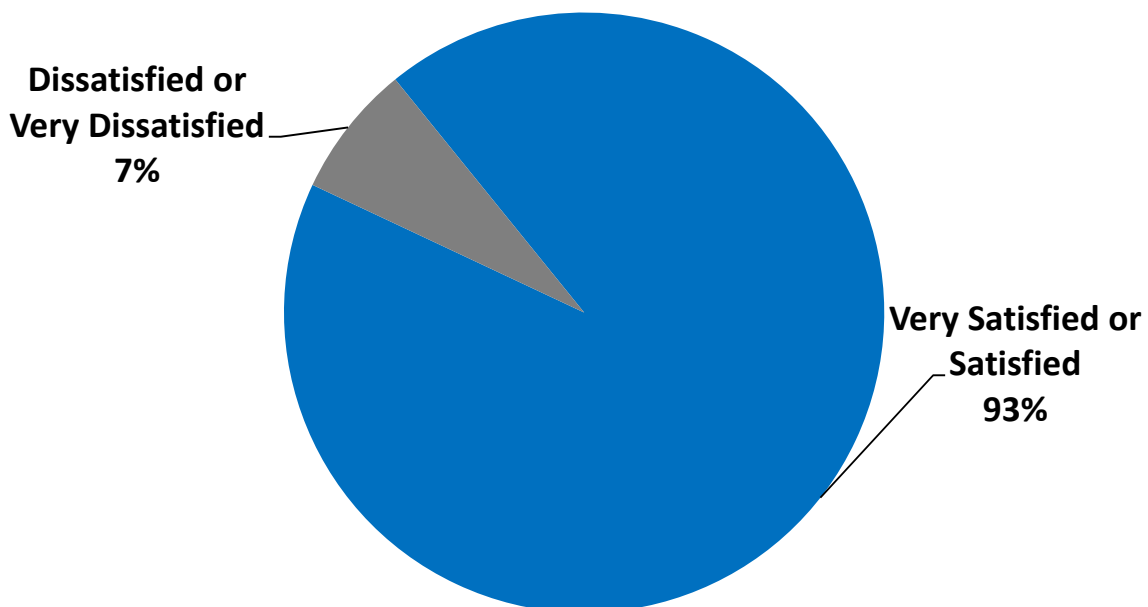
2018 Customer Survey – Customer Satisfaction

Customer satisfaction remains high for Metro ExpressLanes with 82% very or somewhat satisfied with Metro ExpressLanes customer service. Customers were very satisfied with the safety on Metro ExpressLanes which received a satisfaction rate at 93%.

How Satisfied are you with Metro ExpressLanes Customer Service?



How Satisfied are you with the Safety of the Metro ExpressLanes?

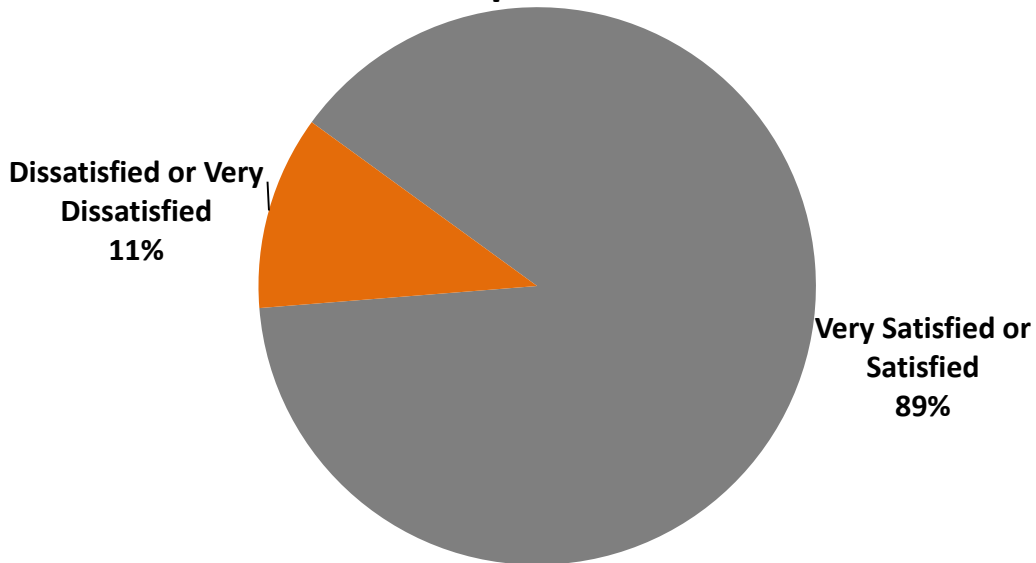




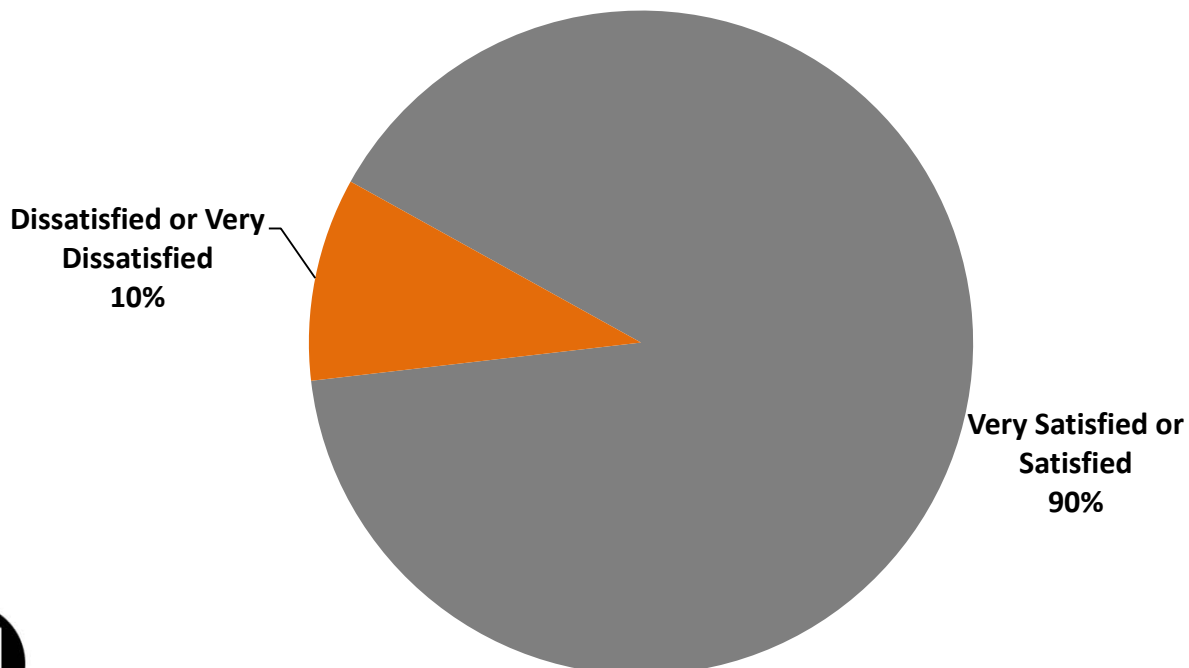
2018 Customer Survey – Customer Satisfaction

In FY18, customer satisfaction is high for Metro ExpressLanes with speeds and the time saved relative to the toll spent at 89% and 90%.

How Satisfied are you with the Speed you can Maintain in the Metro ExpressLanes?



How Satisfied are you with the time saved relative to the toll paid for the Metro ExpressLanes?

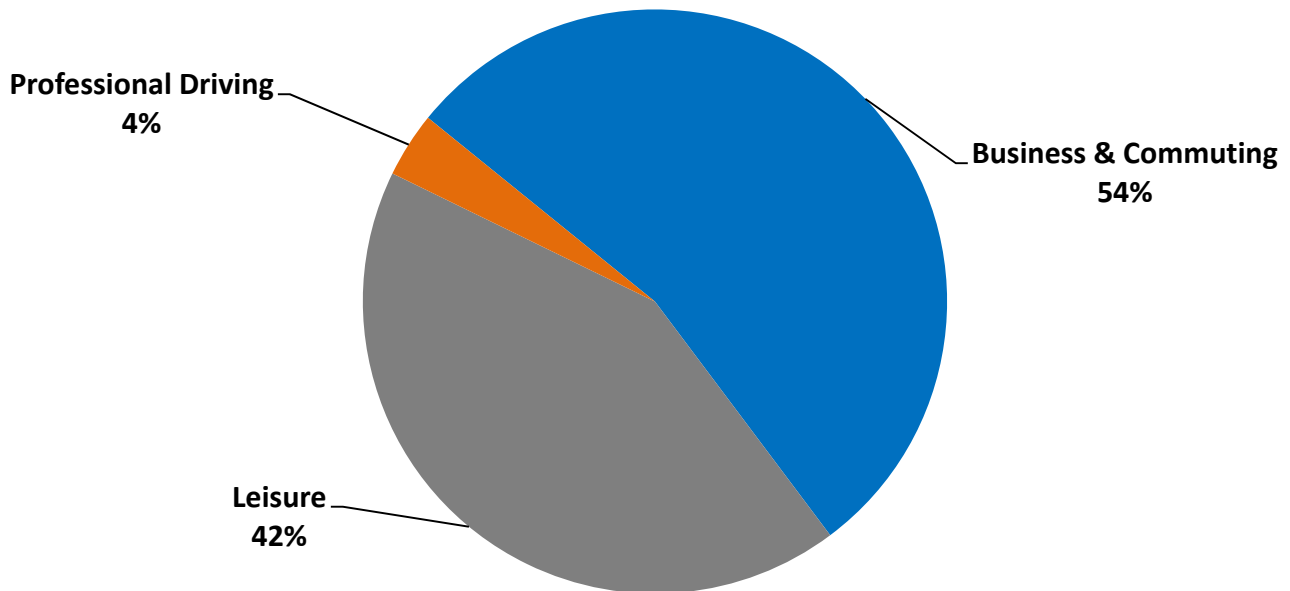




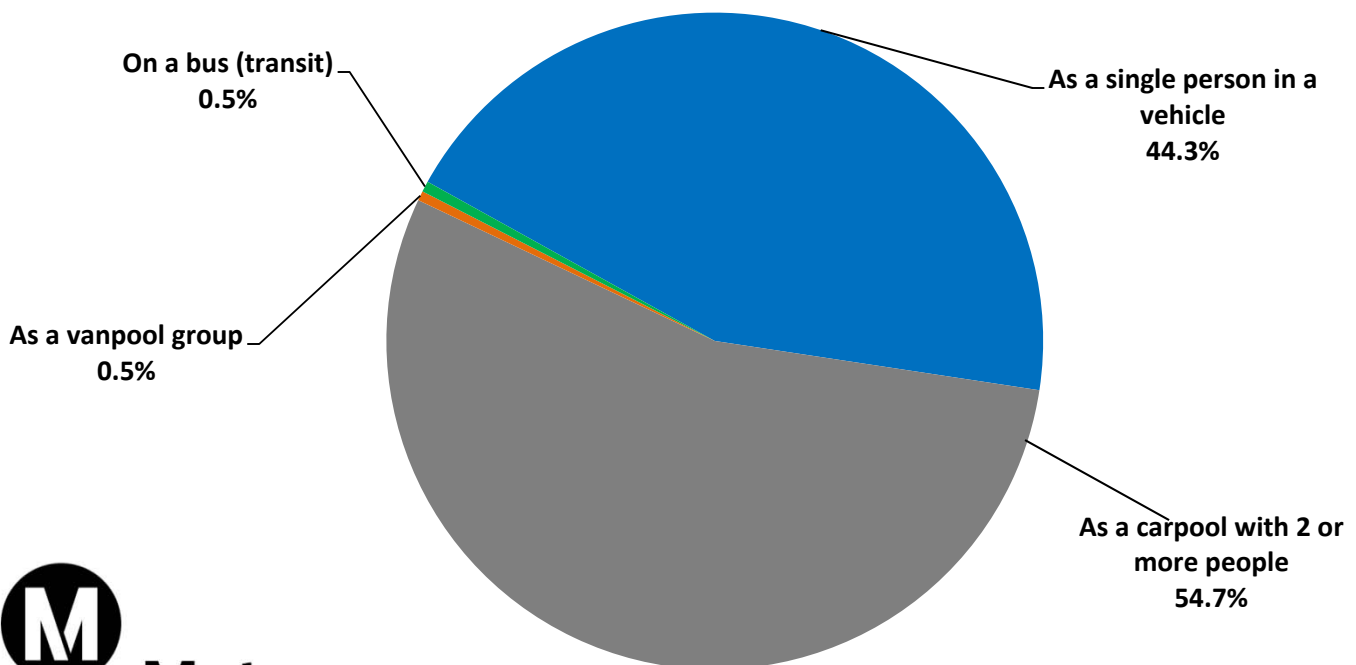
2018 Customer Survey - Usage

54% of respondents used the ExpressLanes for work and business related (commuting, meetings, deliveries, etc.) trips while 42% of survey respondents used the ExpressLanes for leisure activities (errands, day trips, etc.). On weekdays, survey respondents drove alone 44% of the times, travelling on a bus or in a vanpool about 1% of the time.

What is your Main Purpose for Travelling on the Metro ExpressLanes?



How do you Typically Travel on the Metro ExpressLanes on Weekdays?

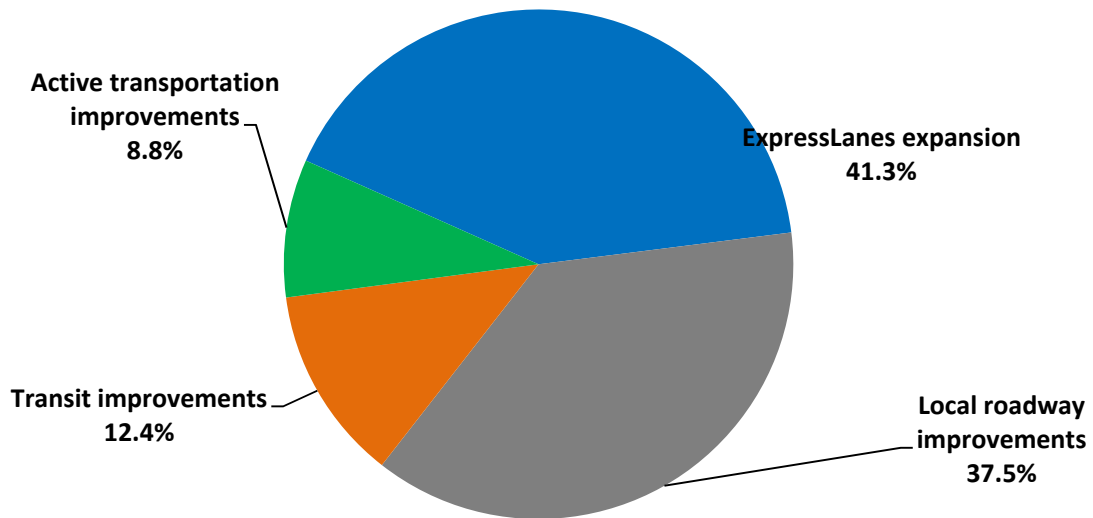




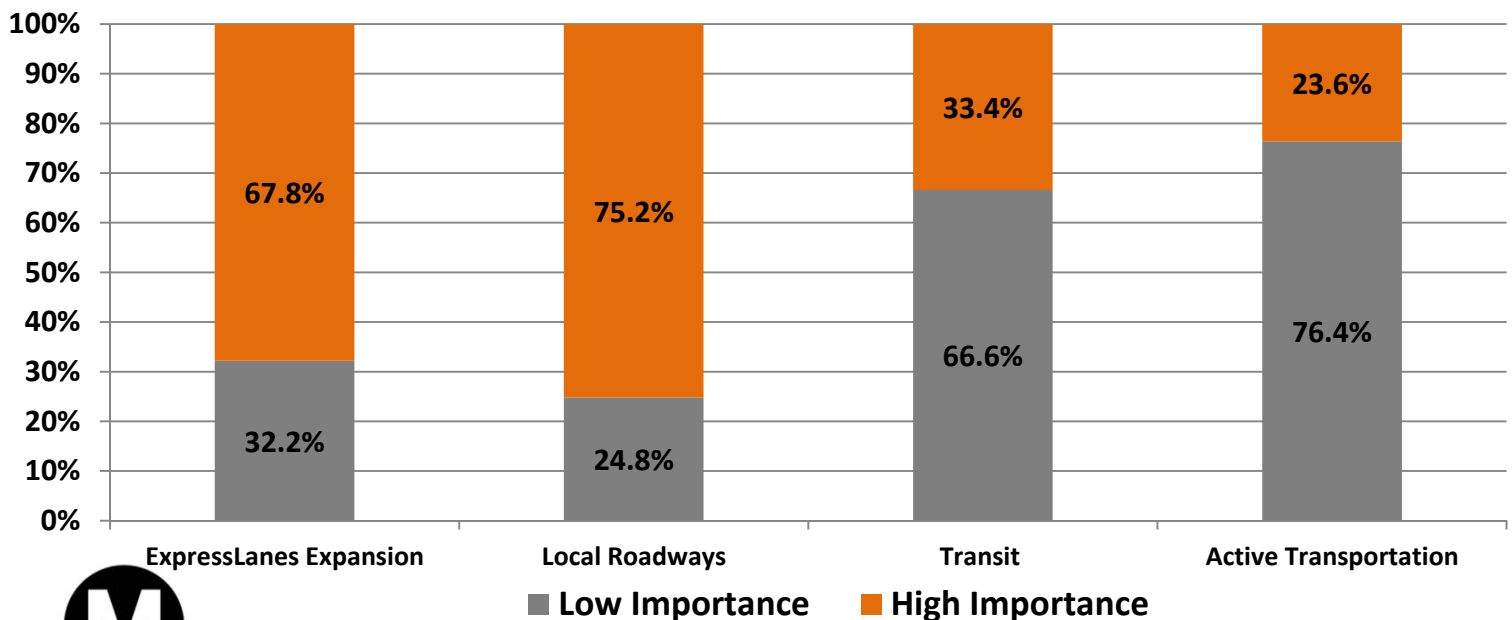
2018 Customer Survey – New Initiatives

Customers were asked to rank the importance of different ways to mitigate traffic congestion. If they could only choose one thing, 41% of customers believe that expanding ExpressLanes onto other corridors would be the best way to mitigate congestion. However, when ranking strategies as high or low importance, 75% of customers ranked local roadway improvements and 68% ranked ExpressLanes expansion as high importance. Only 24% of customers ranked active transportation improvements (walking and biking) as high importance.

Which of the Following do you Think is the Most Important in Mitigating Traffic Congestion in LA County



How Important do you Think Each will be in Mitigating Traffic in LA County?

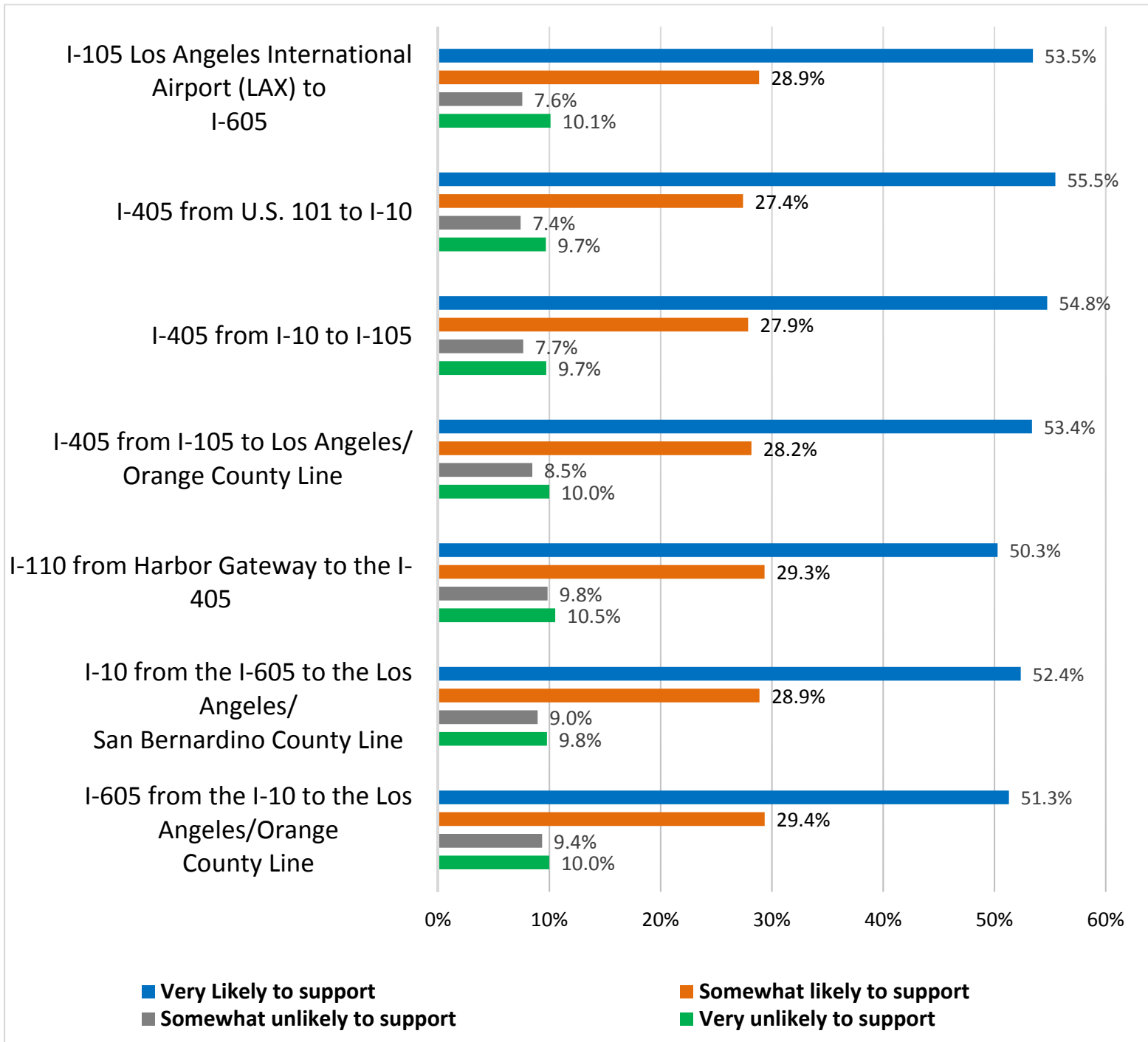




2018 Customer Survey – ExpressLanes Expansion

More than 75% of all respondents were very or somewhat likely to support Metro ExpressLanes on all projects listed. The I-105 LAX to I-605 and I-405 from U.S. 101 to I-10 received the highest support ratings of 82.3% and 82.9% respectively.

Would you support Metro ExpressLanes on the following roadways?

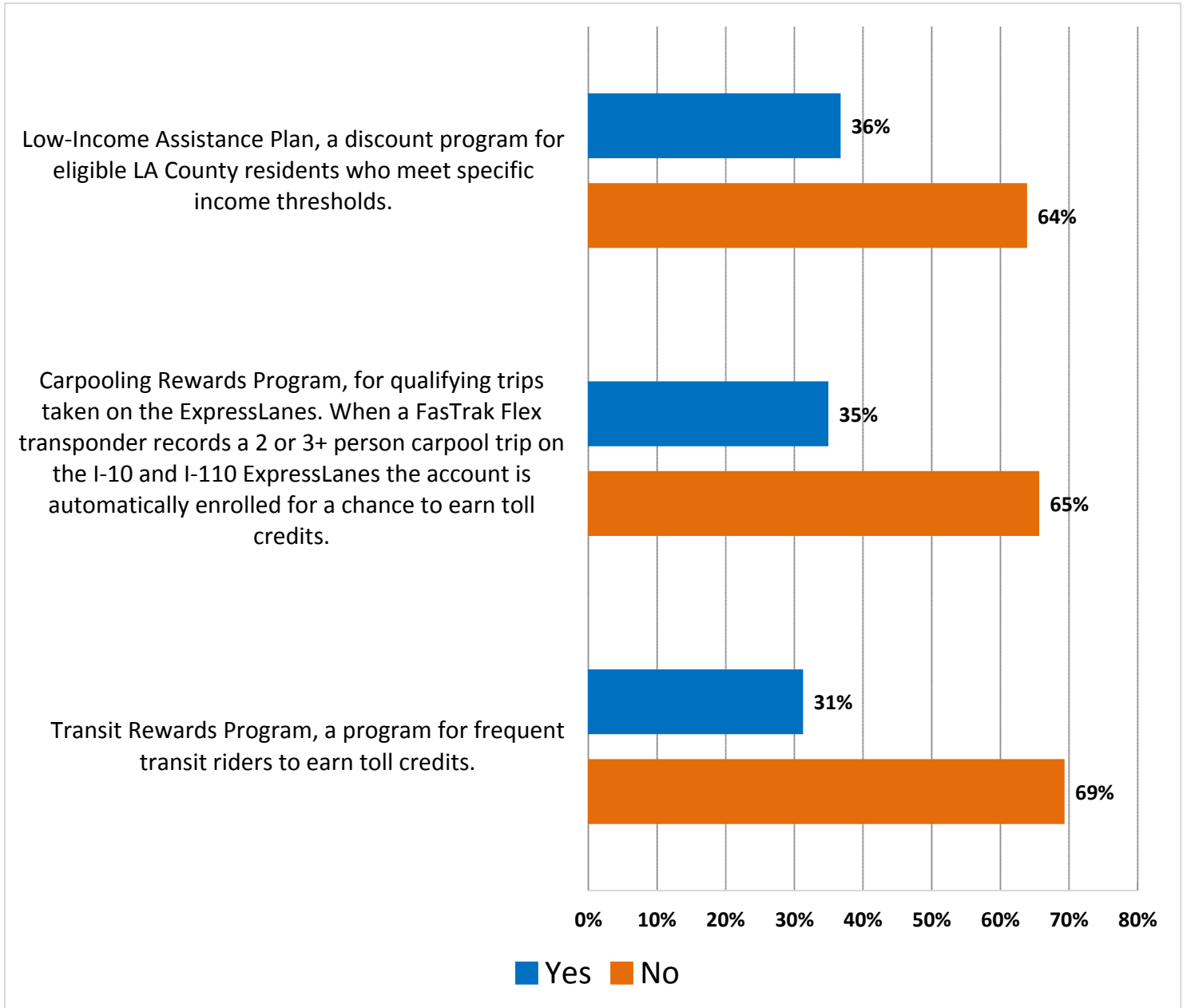




2018 Customer Survey – Customer Programs

Customer awareness of the different discount programs available were low, with the Transit Rewards Program having the lowest customer awareness at 31%. Metro ExpressLanes will increase marketing of the plans in FY19.

Before today, were you aware of each of the following programs offered by Metro ExpressLanes?





OPERATIONAL IMPROVEMENTS ON THE EXPRESSLANES IN FY2019 and FY2020

Transponder Readers: Upgraded multi-protocol transponder antennas and readers at every toll collection site, with additional antennas between lanes to ensure accurate capture of vehicles in the process of changing lanes or driving in the shoulder areas.

License Plate Readers: Upgraded license plate cameras with two cameras dedicated to each lane at each toll collection site for full redundancy. Also, an upgraded, distributed license plate processing system installed at each toll site to process license plate photos.

Advanced Toll Site Monitoring: A new digital video audit system providing complete camera coverage of each toll zone, for transaction verification and review.

Vehicle Detection: New laser scanners above each lane to ensure accurate detection of vehicles in the event of any failures of the primary detection system loops in the pavement.

Enforcement Technology: Upgraded enforcement beacons that display large numbers corresponding to the transponder switch setting of each vehicle to facilitate CHP enforcement.

ExpressLanes Roadway Monitoring: Expansion of the CCTV camera system to fill a number of coverage gaps and achieve complete monitoring .

Traffic Conditions Monitoring: Expansion of our traffic detection system that monitors throughput and speed, to provide more accurate travel time estimates and more precise input data to the dynamic pricing system. This expansion will more than double the current number of sensors out on the ExpressLanes, and will also expand coverage to provide data for the general purpose lanes as well.

Pricing System: Significant enhancements to the dynamic pricing system including additional traffic sensor inputs, comparative pricing model analysis tools, and access to additional tuning parameters to refine and optimize performance.



EXPRESSLANES NETWORK EXPANSION EFFORTS

- **Preparation of a Network Project Study Report (PSR) for the Tier 1 projects identified in the Metro ExpressLanes Strategic plan:**
 - The Network PSR for the I-10, I-405, and I-605 is scheduled to be completed in Summer 2019.
- **I-105 ExpressLanes from the I-405 to I-605:**
 - Project Approval/Environmental Document (draft), Concept of Operations, and Investment Grade Traffic and Revenue Study are expected to be released in Summer 2019.
- **I-605 ExpressLanes from I-10 to I-105:**
 - Project Approval/Environmental Document (draft), Concept of Operations, and Level 2 Traffic and Revenue Study is scheduled to be released in Summer 2019.

Metro ExpressLanes Fiscal Year 2018 Performance Report

October 17, 2018

FY2018 Performance Summary

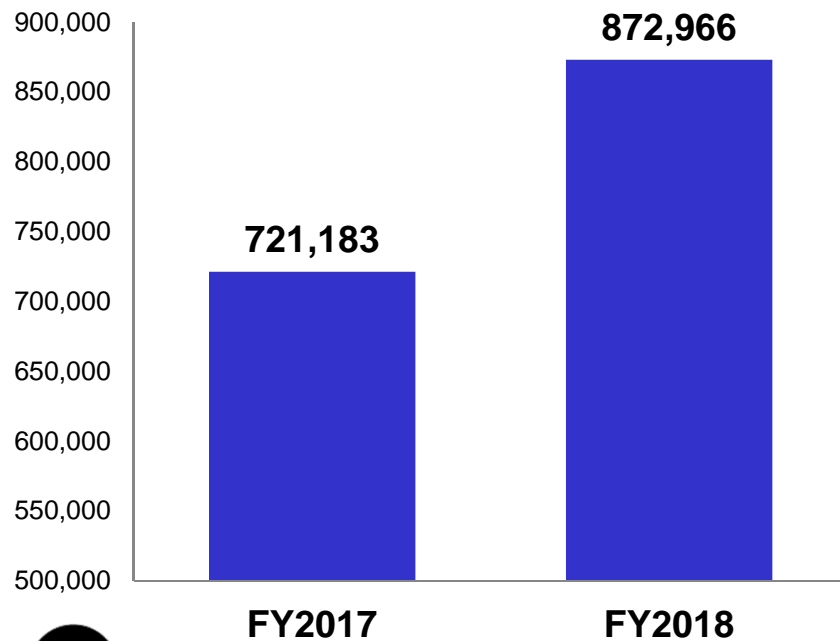
- **Over 195 million vehicle trips have been taken on the ExpressLanes in 5+ years of operations.**
- **702,500 Metro ExpressLanes FasTrak accounts have been opened.**
- **Metro ExpressLanes users save time compared to driving in the General Purpose Lanes:**
 - **An average of 13 minutes saved during the AM commute**
 - **An average of 7 minutes saved in the PM commute**
- **Between FY17-18, HOV-only minutes decreased by 14% and 5.8% on the I-10 and I-110, respectively.**



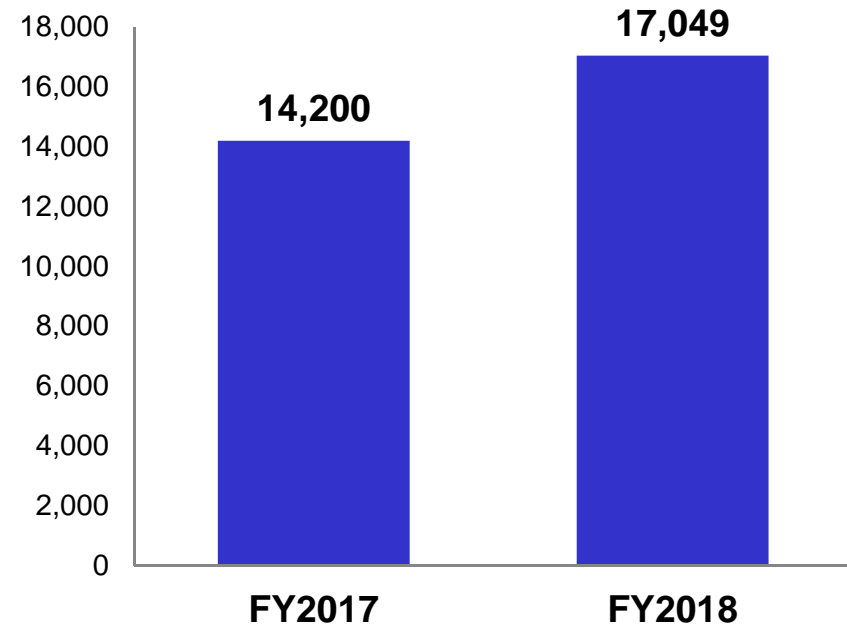
FY18 Transponders and Accounts

- **872,966** transponders issued from inception through June 30, 2018, a **21% increase over FY17**
- **17,049** total Low-Income Assistance Plan accounts opened from inception, a **20% increase over FY17**

FasTrak Transponders Issued

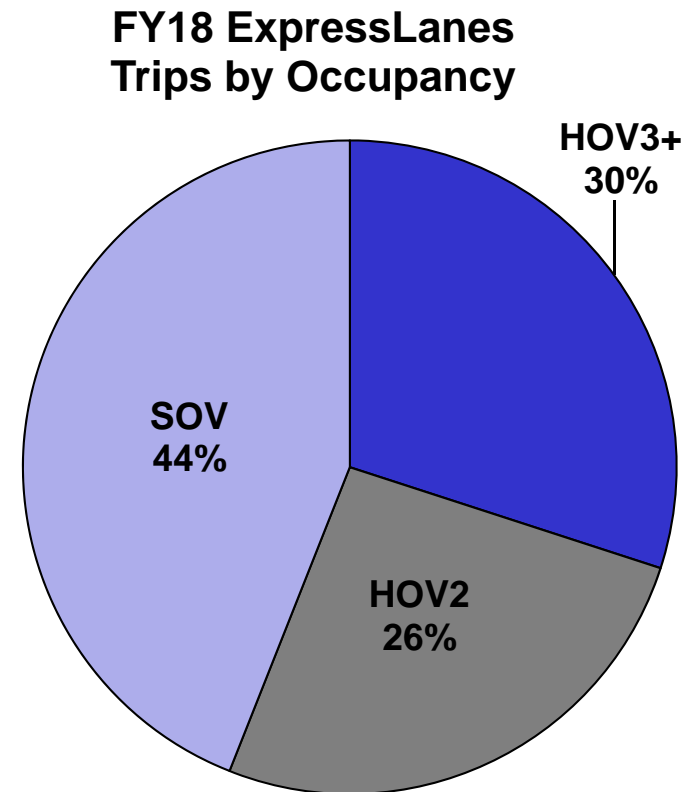
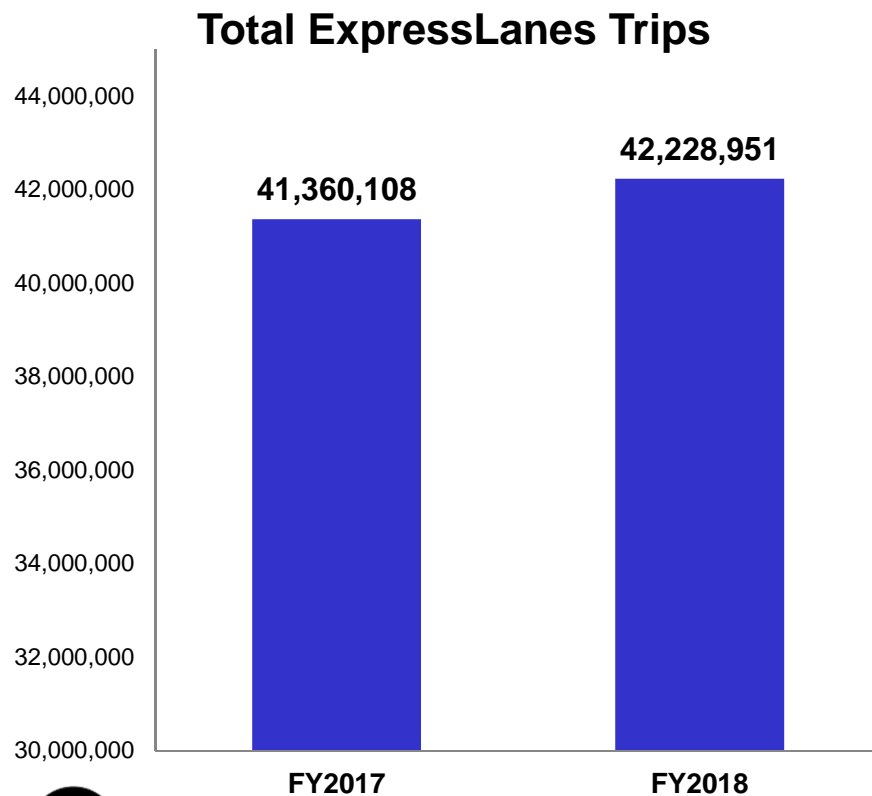


Low-Income Assistance Plan Accounts Opened



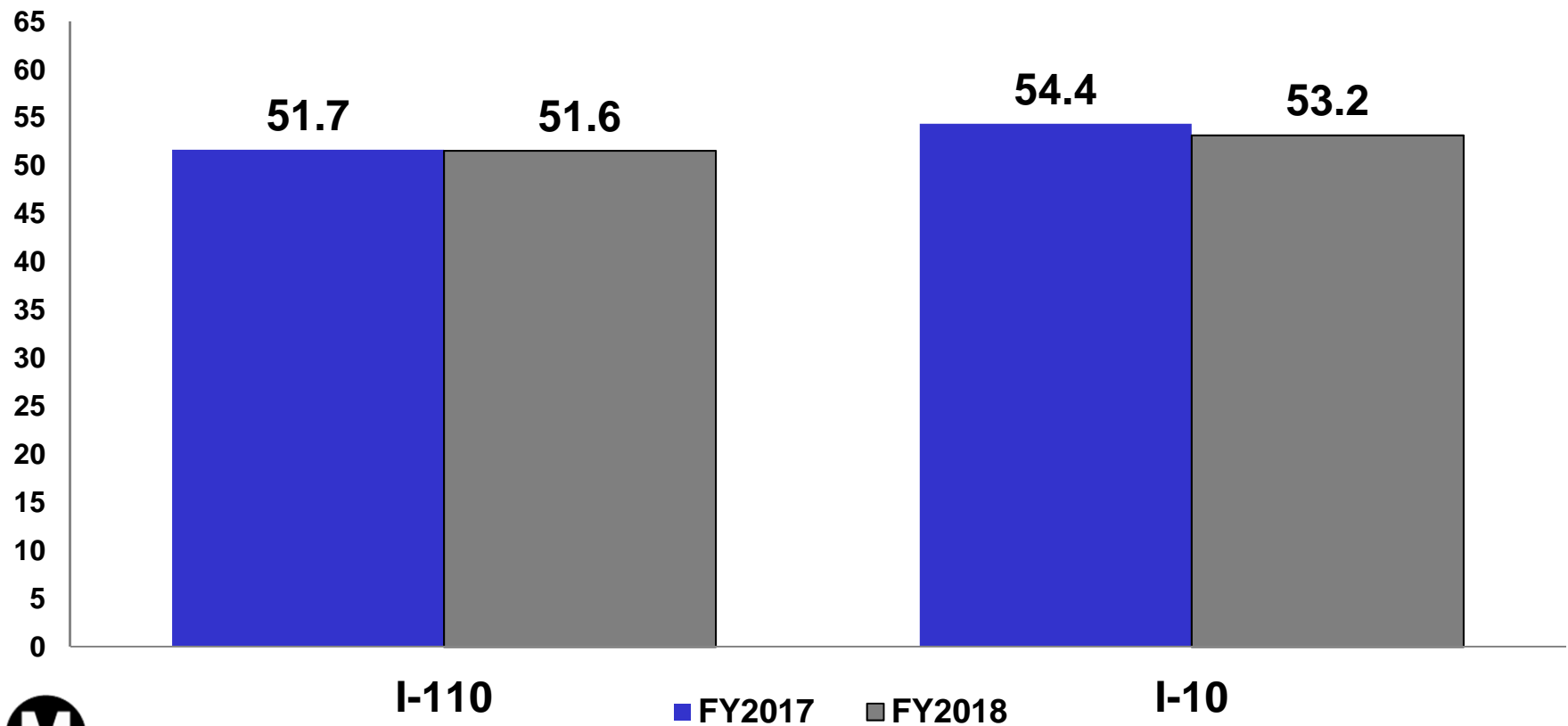
ExpressLanes Trips

- In FY18 vehicle trips exceeded 42 million trips; a 2% increase over FY17
- 56% of ExpressLanes users drive in a vehicle with 2 or more occupants, the remaining 44% drive alone



FY18 ExpressLanes Travel Speeds

Average ExpressLanes Speeds (mph) – AM Peak Period



2018 Annual Customer Survey Findings

- **Conducted from August 1-15, 2018**
- **81,748 respondents**
- **Findings:**
 - **90% of respondents are satisfied with the amount of time saved relative to the toll paid; 10% increase over FY17**
 - **89% of respondents are satisfied with the maintained speed**
 - **93% of respondents are satisfied with safety of the ExpressLanes**
 - **More than 75% of respondents would support Metro ExpressLanes projects on additional LA County roadways**

ExpressLanes 5th Year Anniversary

- **The Metro ExpressLanes celebrated the 5th anniversary of operations in FY18.**
 - I-110 ExpressLanes opened November 10, 2012
 - I-10 ExpressLanes opened on February 23, 2013
- **In appreciation of our customers:**
 - Tolls were reversed for trips taken on the anniversary date of each corridor.
 - All Low-Income Assistance Program participants received toll credits.
 - Transit riders at the El Monte and Harbor Gateway Transit centers received ExpressLanes branded giveaways.



ExpressLanes Network Expansion Efforts

- **Network Project Study Report (PSR) for the I-10, I-405, and I-605 is scheduled to be completed in Summer 2019.**
- **I-105 ExpressLanes from I-405 to I-605:**
 - **Draft Project Approval/Environmental Document (PA/ED), Concept of Operations and Investment Grade Traffic & Revenue Study are expected to be released in Summer 2019.**
- **I-605 ExpressLanes from I-10 to I-105:**
 - **Draft PA/ED, Concept of Operations, and Level 2 Traffic and Revenue Study is scheduled to be released in Summer 2019.**



**Board Report**

File #: 2018-0529, **File Type:** Program

Agenda Number: 8.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
OCTOBER 17, 2018**

**SUBJECT: NORTH COUNTY SUBREGIONAL REPROGRAMMING OF SURPLUS FUNDS
FROM THE I-5/SR14 HOV DIRECT CONNECTOR PROJECT**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING \$35.048 million of additional programming within the capacity of the Measure R 20% Highway funds saved at the completion of the I-5/SR-14 HOV direct connector project to be allocated to the following North County highway operational improvement projects (Attachment A):

1. Sierra Highway Traffic Signal Improvement Project in the amount of \$565,000;
2. Vista Canyon Road Bridge between Soledad Canyon Road and Lost Canyon Road in the amount of \$20,000,000;
3. Vista Canyon Transit Center and Metrolink Station in the amount of \$4,000,000;
4. SR-138 (SR-14) Avenue K Interchange in the amount of \$9,297,500; and
5. SR-138 Palmdale Blvd South Bound SR-14 Ramps in the amount of \$1,186,250;

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

ISSUE

On July 19, 2017, the Metro Board of Directors certified the completion of the I-5/SR-14 HOV Direct Connector Project (#2017-0384). This action also authorized the release of \$85.8 million of unspent Measure R 20% highway funds from the project to other eligible highway operational improvements in the North County Subregion.

On May 24, 2018, the Metro Board of Directors approved \$50.046 million in Measure R 20% Highway Funds (#2018-0172) for 3 eligible projects in the North County Subregion for the Cities of

Lancaster and Palmdale and County of Los Angeles, leaving a balance of \$35.753 million.

This report recommends programming \$35.048 million of the remaining funds to other eligible projects in the North County Subregion.

BACKGROUND

As part of the 2008 Measure R half cent sales tax, Line 26 of the expenditure plan allocated \$90.8 million to the I-5/SR-14 HOV Capacity Enhancements. The project is complete and this action programs unspent Measure R Highway 20% funds to other eligible operational improvement projects in the North County Subregion.

DISCUSSION

The Measure R Ordinance (Ordinance) states that for projects completed without expending all Measure R funds, the surplus shall be credited to the Highway Capital Subfund and spent within the subregion in which the project is located. The Ordinance allocated \$90.8 million in Measure R 20% highway funding to the I-5/SR-14 HOV Capacity Enhancements project (Line 26 of the Measure R Expenditure Plan).

Caltrans substantially completed the I-5/SR-14 HOV direct connector project on December 23, 2012. The Metro Board determined the project was completed on July 19, 2017. At the completion of the project, there was a \$90.8 million surplus of Measure R 20% funds.

Caltrans and Southern California Edison determined that \$5 million would be needed to complete utility relocations and close-out the project. This resulted in a total of \$85.8 million of Measure R 20% funds available for reprogramming to the North County Subregion. The surplus can be spent on eligible highway operational improvement projects or programs of regional significance as described in the Ordinance.

Upon approval of this item, staff will move forward with the completion of funding agreements for the projects. The Cities of Santa Clarita, Lancaster, Palmdale and the County of Los Angeles have identified \$85.094 million worth of eligible projects. The project funding amounts and regional shares of the \$85.8 million is consistent with the information reviewed and provided by the subregion. Metro staff concurs with these projects.

Project Descriptions:

City of Santa Clarita - Sierra Highway Traffic Signal Improvement Project

The proposed project integrates traffic signals along Sierra Highway in Santa Clarita to the City's Intelligent Transportation System, providing coordinated signal timing along the arterial to improve traffic operations and reduce congestion. The project also includes various intersection improvements along Sierra Highway, including left-turn pocket extensions, restriping to provide additional lanes, and dynamic lane utilization technology.

City of Santa Clarita - Vista Canyon Road Bridge at Lost Canyon Road

The proposed project will provide a new bridge from Soledad Canyon Road at Lost Canyons Rd, over the Santa Clara River to the Vista Canyon Metrolink station. The project includes the Vista Canyon Bridge and associated intersection improvements including new traffic signals and extension of the existing westbound left-turn pocket to accommodate commuters and other users of the Vista Canyon Metrolink station. This project will provide commuters with an alternate to SR-14 when trying to access the Los Angeles Basin.

City of Santa Clarita - Vista Canyon Transit Center and Metrolink Station

The proposed project will design and construct a new Transit Center and Metrolink Station immediately adjacent to SR-14 near Soledad Canyon Road in the master planned Vista Canyon community. The new Transit Center will serve as the Santa Clarita Valley's major eastern transfer point for commuting passengers who need to access the Los Angeles Basin or the Antelope Valley destinations. The project includes street and roadway improvements, a park and ride lot and street signal improvements. The project will alleviate congestion along the I-5 and SR-14 freeways by providing commuters with an alternate mode of travel to access the Los Angeles basin. Measure R 20% Highway funds will be limited to eligible highway related elements of the planned Transit Center project.

City of Lancaster - SR138 (SR-14) Avenue K Interchange - MR330.02

The project will improve the northbound off ramps at Avenue K, and modify the SR-138 (SR-14) mainline to accommodate the new off ramp configuration and adjacent intersection impacted by the project. This project previously received \$15,000,000 in Measure R funds for the interchange improvements. The city has asked to program an additional \$9,297,500 due to the revised PAED cost estimates.

City of Palmdale - SR-138 Palmdale Blvd SB SR-14 Ramps - MR330.08

This project will improve the SR-138/Palmdale Blvd on and off-ramps, widen SR-14 to provide a new auxiliary lane on the freeway mainline, and modify SR-138/Palmdale Blvd to include double left-turn lanes, three westbound through lanes and other safety improvements. This project previously received \$25,000,000 in Measure R funds for the interchange improvements. The city has asked to program an additional \$1,186,250 due to revised project estimates.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no negative impact to the safety standards of Metro.

FINANCIAL IMPACT

Adoption of I-5/SR-14 Interchange Subregional Reprogramming initiates multi-year programming and expenditure of Measure R 20% funds starting in FY 19 based on the project schedule of development

and implementation of projects submitted by the four local jurisdictions (Attachment B). Prior Board action File # 2018-0172) programmed these surplus funds in 2030 to 2039. This item will advance the expenditures and potentially result in additional debt financing. Highway project staff will refine future cashflow needs for the recommendations and coordinate the financial impact mitigation as part of the agency's future debt planning. The amount of financing is mitigated due to the historically slower than expected rate of spending on other highway programs and projects.

The new North County Highway Operational Improvement Projects originated from surplus funds from the I-5/SR 14 HOV Direct Connector Project were not planned in the FY19 Budget. Upon approval of this recommendation, staff will use the approved FY19 Budget within Highway Program Cost Center 0442 to allocate \$560,000 for the FY19-projected Sierra Highway Traffic Signal Improvements project in the City of Santa Clarita, and establish a new program/project number to track expenditures on all the projects programmed under Measure R Line 26. No increase to the FY19 budget is required at this time. Measure R 20% Highway funds allocated to the Vista Canyon Transit Center and Metrolink Station project shall only be utilized for the highway fund eligible aspects of the project workscope.

Since this is a multi-year program, the Project Manager, the Cost Center Manager, and the Senior Executive Office, Program Management- Highway Program will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The source of funds for this recommendation is Measure R 20% Highway Funds, which is not eligible for bus and rail operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

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

Goal 4: Transform LA County through regional collaboration by partnering with the North County Subregions to identify the needed improvements and take the lead in development and implementation of the project.

ALTERNATIVES CONSIDERED

The Board could elect to not approve staff's recommended actions. This alternative is not recommend as the staff recommendation is consistent with the Board's prior decisions and actions and the projects to be funded will be eligible to receive the funds.

NEXT STEPS

Upon Board approval, staff will initiate the funding agreement process to allow for delivery of the recipient projects and will continue to coordinate with the jurisdictions in the subregion for the remaining \$700,000 unprogrammed amount.

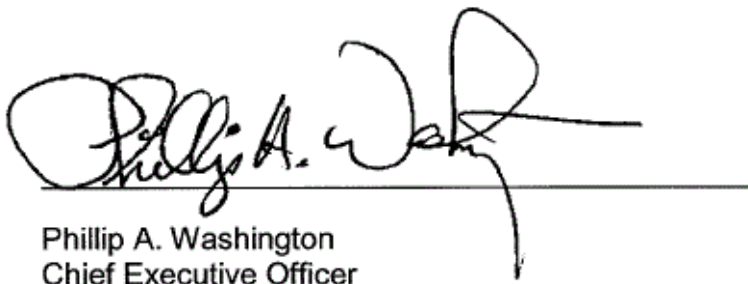
ATTACHMENT

Attachment A - Projects Location Map

Attachment B - I-5/SR-14 Interchange Subregional Reprogramming Projects

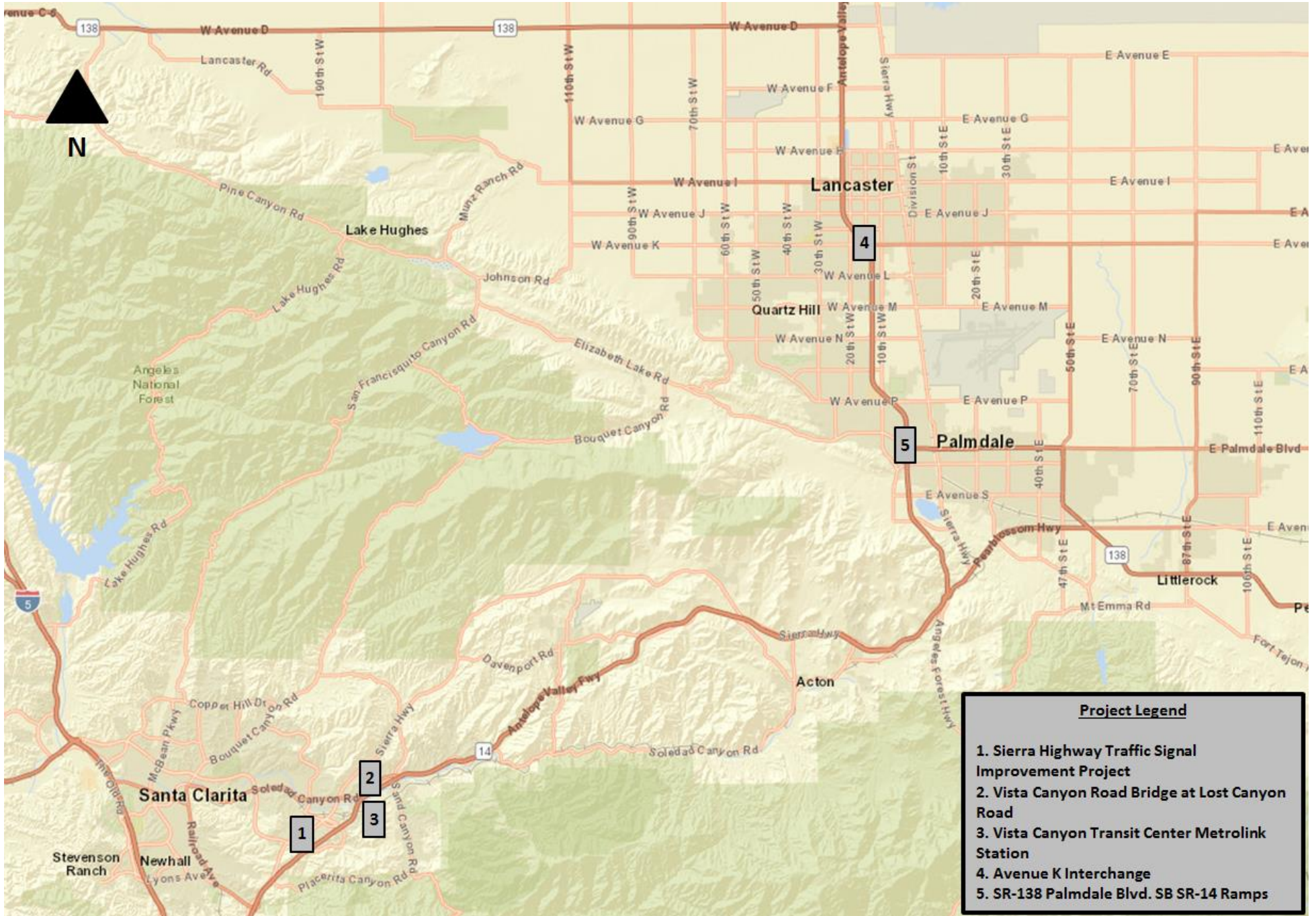
Prepared by: Isidro Panuco, Manager Transportation Planning, (213) 418-3208
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Phillip A. Washington
Chief Executive Officer

Attachment A – Projects Location Map



I-5/SR-14 Interchange Subregional Reprogramming Projects

Measure R Highway Operational Improvements														
<i>(Dollars in Thousands)</i>														
Lead Agency	Fund Agr (FA) No.	Project/Location	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY19	FY20	FY21	FY22	FY23	FY24	
Measure R Line 26: I-5/ St. Route 14 Capacity Enhancements														
LANCASTER	MR330.06	SR-138 (SR-14) Avenue M Interchange		12,446.2	-	12,446.2				5,046.2	7,400.00			
LANCASTER	MR330.02	SR-138 (SR-14) Avenue K Interchange	Add	0.0	9,297.5	9,297.5			4,000.0	5,297.5				
TOTAL LANCASTER				12,446.2	9,297.5	21,743.7			4,000.00	10,343.70	7,400.00	-	-	
LA COUNTY		The Old Road - Magic Mountain Parkway to Turnberry Lane		25,000.0	-	25,000.0				1,000.00	6,000.00	7,000.00	11,000.00	
TOTAL LA COUNTY				25,000.0	-	25,000.0			-	-	1,000.00	6,000.00	7,000.00	11,000.00
PALMDALE	MR330.09	State Route 138 (SR-14), 10 th Street West Widening / Interchange Project		12,600.0		12,600.0			3,000.0	9,600.0				
PALMDALE	MR330.08	SR-138 Palmdale Blvd SB 14 Ramps	Add	-	1,186.2	1,186.2			1,186.2					
TOTAL PALMDALE				12,600.0	1,186.2	13,786.2	-	-	4,186.2	9,600.0	-	-	-	
SANTA CLARITA		Sierra Highway Traffic Signal Improvements	Add	-	565.0	565.0		565.0						
SANTA CLARITA		Vista Canyon Road Bridge at Lost Canyon Road	Add	-	20,000.0	20,000.0			4,000.0	8,000.0	8,000.00			
SANTA CLARITA		Vista Canyon MetroLink Station	Add	-	4,000.0	4,000.0			2,000.0	2,000.0				
TOTAL SANTA CLARITA					24,565.0	24,565.0		565.0	6,000.0	10,000.0	8,000.00			
Total Measure R Line 26: I-5 / St. Route 14 Capacity Enhancements				50,046.2	35,048.7	85,094.9	-	565.0	14,186.2	30,943.7	21,400.0	7,000.0	11,000.0	



Board Report

File #: 2018-0530, File Type: Program

Agenda Number: 9.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE OCTOBER 17, 2018

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING \$41.3 million of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list, as shown in Attachment A for:
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
 - I-605 Corridor "Hot Spots" Interchange Improvements in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. APPROVING time extension for 20 projects as shown in Attachment B;
- C. DEOBLIGATING \$4.4 million of previously approved measure R Highway Subregional Program funds;
- D. DELEGATING to the Chief Executive Officer (CEO) or his designee the authority to deobligate/reprogram funds and administratively extend funding agreement lapse dates for Measure R Highway Subregional project agreements to meet design, right of way and construction time frames; and
- E. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

The Measure R Highway Subregional Program update allows the Highway Program and each

subregion or lead agency to revise delivery priorities and amend project budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have already received prior Board approval, as well as proposed changes related to schedules, scope, funding allocation and the addition or removal of projects. The Board's approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

As part of the 2008 Measure R half cent sales tax, Line 31, 32, 33, 35, 37, 38 of the expenditure plan established highway operational improvement subfunds. The Highway Department in Program Management develops and environmentally clears highway projects with these subfunds and also manages grants to jurisdiction and coordinates with each of the subregions and eligible grant recipients. Updates on progress in development and implementation of the subregional highway programs are presented to the Board twice a year and on an as-needed basis.

DISCUSSION

The Measure R Expenditure Plan included the following Highway Capital Project Subfunds:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvements in Las Virgenes Malibu
- I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
- I-605 Corridor "Hot Spots" Interchange Imp. In Gateway Cities
- I-710 South and/or Early Action Projects in Gateway Cities
- State Route 138 Capacity Enhancements in North County

These Highway Capital Projects are not fully defined in the Measure R Expenditure Plan. Definition and development of specific projects with independent utility are advanced through collaborative efforts by Metro's Highway Program staff, the subregional authorities/Councils of Governments for the subfund, the project sponsor, and Caltrans for projects on their facilities.

The changes in this update include \$41.3 million in additional programming for 35 projects which are either new or existing, in four subregions - Arroyo Verdugo, Las Virgenes Malibu, Gateway Cities and South Bay subregions - as detailed in Attachment A. Highway Program staff will continue to work closely with each subregion and/or lead agency to identify and deliver Highway Operational Improvement Projects.

A nexus determination has been completed for each new project added to the list. All of the projects on the attached project list provide highway operational benefits and meet the Highway Operational and Ramp/Interchange definition approved by the Board.

Highway Operational Improvements in Arroyo Verdugo

The subregion had listed 49 projects to be funded by Measure R Subregional Funds. Of those, 11 projects have been completed. The subregion has invested \$31.1 million of their funds in projects.

The 23 active projects are in planning, design, or construction phases. This update includes 4 new projects and funding adjustments to 8 existing projects as follows:

Burbank

- Program an additional \$2,000,000 in FY20 for MR310.11 - Olive Ave / Verdugo Ave Intersection Improvements Project. The revised project budget is \$3,600,000 for Design, Right-of-Way, and Construction. Additional funds are needed based on the alternatives identified and the City Council's direction.
- Program an additional \$700,000 in FY19 for MR310.31 - State Route 134 (SR-134) Corridor Arterial Signal Improvements - Phase 2 Project. The revised project budget is \$2,000,000. Construction bids received for the project came in higher than the engineer's estimate and additional funds are required.
- Program an additional \$350,000 in FY19 for MR310.38 - Interstate 5 (I-5) Corridor Arterial Signal Improvements - Phase 2 Project. The revised project budget is \$1,150,000. Construction bids received for the project came in higher than the engineer's estimate and additional funds are required.
- Program an additional \$1,300,000 in FY20 for MR310.46 - Glenoaks Blvd Arterial and First Street Signal Improvements Project. The revised project budget is \$3,200,000. Additional funds are needed due to a revised engineer's estimate as a result of added project scope.
- Program \$1,000,000 in FY19 for the Interstate 5 (I-5) Downtown Soundwall Project between Orange Grove Ave and Magnolia Blvd. The project proposes to design and construct a new soundwall on north bound I-5. The total project budget for Design and Construction is \$1,000,000.

Measure R NEXUS to Highway Operational Definition: This is a soundwall project located on I-5, an eligible Highway Operational Improvement. The subregion is allowed to use up to 20% of their subregional allocation for bike lanes and soundwalls. The total programmed to date falls below this amount.

- Program \$250,000 in FY20 for the Alameda Ave Signal Synchronization between Glenoaks Blvd and Riverside Drive. The total project budget is \$250,000. The project consists of design and implementation of signal synchronization for 18 traffic signals on Alameda Avenue corridor. The project will improve Level of Service on a major arterial that is parallel to State Route 134. The traffic signals are using outdated signal coordination plans from 2013.

Measure R NEXUS to Highway Operational Definition: This project is an eligible Highway Operational Improvement project which will upgrade traffic signals / timing / and synchronization along Alameda Ave. Upon completion, this project will enable real time traffic signal timing changes and responsive operations which will reduce vehicle hours of delay and improve traffic flow, public transit efficiency and pedestrian safety.

Glendale

- Reprogram \$1,520,000 in FY18 Funds to FY19 and reprogram \$3,000,000 in FY19 funds to FY21 for MR310.25 - Interstate 210 (I-210) Soundwalls Project. The total programmed budget remains unchanged at \$4,520,000. The city has delayed implementation of the project as they have experienced staff turnover and additional community input on the wall location.
- Program an additional \$60,000 in FY19 for MR310.26 - Bicycle Facilities, Phase 2 (Class III Routes). The revised project budget is \$225,000. The city has updated their engineers estimate based on other recently advertised projects with similar scope.
- Program an additional \$100,000 in FY19 for MR310.28 - Pennsylvania Traffic Signal at I-210 On/Off-ramps. The revised project budget is \$500,000. The city has updated their engineers estimate based on other recently advertised projects with similar scope.
- Program an additional \$825,000 in FY19 for MR310.47 - Traffic Signal on Glenwood Rd and Modifications on La Crescenta and Central Ave. The city has updated their engineers estimate based on other recently advertised projects with similar scope.
- Program \$2,200,000 for Traffic Signals on Chevy Chase Drive, Lexington Drive, and Pacific Avenue. The funds will be programmed as follows: \$1,000,000 in FY19 and \$1,200,000 in FY20. The funds will be used for design and implementation of signal systems at the following major intersections: Chevy Chase Dr and California Ave, Chevy Chase Dr and Sinclair Ave, Lexington Dr. and Louise St, Pacific Ave and Arden Ave and Verdugo Blvd and Park Pl. The programmed budget is \$2,200,000.

Measure R NEXUS to Highway Operational Definition: This project is a traffic signal upgrade project, an eligible Highway Operational Improvement. Upon completion, this project will enable real time traffic signal timing changes and responsive operations which will reduce vehicle hours of delay and improve traffic flow, public transit efficiency and pedestrian safety.

La Canada/Flintridge

- Program \$3,712,000 for MR310.53 - Soundwalls on Interstate 210 (I-210), Phase 3. The funds will be programmed as follows: \$1,712,000 in FY19 and \$2,000,000 in FY20. The total project budget is \$3,712,000. The funds will be used to construct soundwalls in the City of La Canada/Flintridge for the following phases: Project Development, Design, ROW and Construction.

Measure R NEXUS to Highway Operational Definition: This is a soundwall project located on Interstate 210, an eligible use of the Highway Operational Funds. The subregion is allowed to use up to 20% of their subregional allocation for bike lanes and soundwalls. The total programmed to date falls below this.

Highway Operational Improvements in Las Virgenes Malibu Subregion

The subregion had listed 26 projects to be funded by Measure R Subregional Funds. Of those, 9 projects have been completed. The subregion has invested \$106.8 million of their funds in projects. The 11 active projects are in planning, design, or construction phases. This update includes funding adjustments to 2 projects as follows:

Agoura Hills

- In October 2017, board report (2017-0573) programmed an additional \$7,000,000 for MR311.03 - Palo Camado Interchange Project. The additional funds are to be utilized for design, ROW and construction charges. The October 17 board action did not note construction, this is a clarification to the past Metro board action.
- Deobligate \$200,000 in FY17 funds from MR311.04 - Agoura Road/Kanan Road Intersection Improvements. The revised project budget is \$800,000. The project's total Design and ROW expenses have been reduced and the city desires to reprogram the funds to MR311.14.
- Program an additional \$200,000 in FY19 for MR311.14 - Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR. The revised project budget is \$700,000. The city has underestimated the Caltrans requirements for the study and additional funds are required to complete the PSR. The city is using savings from MR311.04 to provide the funds for the increase to this project's budget.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

The subregion had listed 79 projects to be funded by Measure R Subregional Funds. Of those, 16 projects have been completed. The subregion has invested \$73.9 million of their funds in projects. The 41 active projects are in planning, design, or construction phases. This update includes funding adjustments to 5 existing projects as follows:

Hermosa Beach

- Program an additional \$76,734 in FY19 for MR312.05 - Pacific Coast Highway (SR-1/PCH) Improvements from Anita Street to Artesia Boulevard Project. The total revised project budget is \$574,734. The city advertised the project and bids came higher than the engineers estimate. Funding is necessary to cover construction management, construction contingency, Caltrans permit fees and geotechnical inspection and testing for the Project.
- Deobligate \$872,000 for MR312.38 - Pacific Coast Highway (PCH) at Aviation Boulevard Intersection Improvements (Southbound left turn lanes). The revised project budget is \$0. The city is no longer pursuing the project and has asked the project be removed from the project list. An agreement was not executed for the project and no expenditures were incurred.

-
- Deobligate \$1,800,000 for MR312.63 - PA/ED on Pacific Coast Highway (PCH) from Aviation Boulevard to Prospect Avenue. The revised project budget is \$0. The city is no longer pursuing the project and has asked the project be removed from the project list. An agreement was not executed for the project and no expenditures were incurred.

Inglewood

- Program an additional \$1,000,000 in FY19 for MR312.12 - Intelligent Transportation System (ITS) Phase IV. The revised project budget is \$3,500,000. Additional funds are necessary to complete the Design and Construction of ITS equipment along Manchester Boulevard from La Cienega Boulevard to La Brea Avenue and Crenshaw Avenue from Manchester Boulevard to Century Boulevard. The project will complete construction by Spring of 2019.

Redondo Beach

- Program an additional \$350,000 in FY19 for MR312.07 - Pacific Coast Highway at Torrance Boulevard Intersection Improvements Project. The total revised project budget is \$936,000. Construction bids for the project came in higher than the original estimate. Funds are required for construction and project close out.

I-605 Corridor “Hot Spots” Interchanges

The Gateway Cities subregion had listed 56 projects to be funded by Measure R Subregional Funds, investing \$94.8 million of their funds in projects. Of those, 4 projects have been completed. The 33 active projects are in planning, design, or construction phases. This update includes adjustments to 12 existing projects recommended by the SR-91/I-605/I-405 Technical Advisory Committee as follows:

Metro

- Deobligate \$263,000 from the WB SR-91 Improvement Project AE476110012334 - (Previously called “Project Approval & Environmental Document (PA/ED) for the I-605/SR 91 Interchange Project”) to match the awarded contract value. The total contract value is \$7,763,000.
- Program an additional \$229,329 in FY19 for the I-605 Beverly Interchange Improvements Project AE39064000 (PR & PS&E) to match the awarded contract value of \$3,229,329.
- Deobligate \$1,047,700 from the SB I-605 Off-ramp at South Street Project AE38849000 (Previously called the SB I-605 from SR-91 to South Street Improvements Project) to match the awarded contract value. The funds will be programmed as follows: \$4,452,300 in FY18. The total contract value is \$4,452,298.
- Program an additional \$7,000,000 in FY19 for MR315.35 - SR-91 Atlantic Ave to Cherry Ave

Eastbound (E/B) Auxiliary Lane Project. The revised project budget is \$7,500,000. Additional funds are being programmed to match a future contract award amount for Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) of the project.

- Program an additional \$1,600,000 in FY19 for MR315.63 - SR-60 at 7th Street Interchange Improvements Project. The revised project budget is \$2,100,000. The project will complete the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E).

Measure R NEXUS to Highway Operational Definition: This project will reconfigure the SR-60 at 7th Street Interchange on/off ramps to reduce congestion and improve freeway operations (both mainline and ramps), improve safety and the local interchange operations. This is an eligible Measure R Highway Operational Improvement.

- Program an additional \$1,559.9 million in FY19 for MR315.64 - I-605 at Valley Blvd Interchange Improvements. The revised project budget is \$2,059.9 million. The project will complete the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E).

Cerritos

- Program an additional \$122,263 in FY19 for MR315.38 - Carmenita Rd and South St Intersection Improvements Project. The funds will be used to complete the Construction phase of the Project. The total project budget is \$414,263.
- Deobligate \$211,800 from MR315.39 - Bloomfield Ave and Artesia Blvd Intersection improvements project to match the current engineering cost estimate value. The funds will be used to complete Right of Way (ROW) and Construction phases of the Project. The total project budget is \$1,544,200.

Downey

- In the April 2018 Board Report, the total project budget for MR315.27 - Lakewood Blvd. at Florence Ave. Intersection Improvement Program was incorrectly listed at \$4,945,000. The total project budget is \$4,925,000. The funds will be programmed as follows: \$1,310,000 in Prior Years and \$3,615,000 in FY18. The funds will be used to complete the Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimates (PS&E), Right of Way, and Construction phases of the Project.

Whittier

- Program an additional \$803,100 in FY19 for MR315.44 - Whittier Blvd at Santa Fe Spring Rd (Five Points) Intersection Improvements Project. The total project budget is \$2,371,000. The funds will be used to complete Plans, Specifications, and Estimates (PS&E), Right of Way

(ROW), and Construction phases of the Project.

- Program an additional \$2,512,700 in FY19 for MR315.45 - Whittier Blvd at Painter Ave Intersection Improvements Project. The total project budget is \$4,273,337. The funds will be used to complete Plans, Specifications, and Estimates (PS&E), Right of Way (ROW) and Construction phases of the Project.
- Program an additional \$697,900 in FY19 for MR315.46 - Whittier Blvd at Colima Rd Intersection Improvements Project. The total project budget is \$2,344,100. The funds will be used to complete Plans, Specifications, and Estimates (PS&E), Right of Way (ROW) and Construction phases of the Project.

I-710 South and/or Early Action Projects

The Gateway Cities subregion had listed 21 projects to be funded by Measure R Subregional Funds. Of those, 3 projects have been completed. The subregion has invested \$106.2 million of their funds in projects. The 9 active projects are in planning, design, or construction phases. This update includes 4 new project and funding adjustments to 2 existing projects recommended by the I-710 Technical Advisory Committee as follows:

Bell

- Deobligate the entire programmed amount of \$39,900 for MR306.45 - Slauson Ave. Bridge Improvement Project. The revised project budget is \$0. The City of Bell has decided to remove this project from the 710 Early Action Project list.

Bell Gardens

- Program \$4,635,000 in FY19 for MR306.52 - Garfield Avenue & Eastern Avenue Intersection Improvements Project. The total project budget is \$4,635,000. The funds will be used to complete the Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimates (PS&E), Right of Way, and Construction phases of the Project.

Measure R NEXUS to Highway Operational Definition: This project is an intersection improvement project that proposes to re-align a “Y” intersection into a “T” intersection, which will improve current capacity, operations, and traffic safety conditions. The Garfield Ave. and Eastern Ave. corridors serve as parallel I-710 alternative routes. The improvements are located within a mile of I-710 and are eligible Measure R Highway Operational Improvements.

Downey

- Program an additional \$1,000,000 in FY19 for MR306.31 - Lakewood Blvd Improvement Project Phase 3C. The revised project budget is \$6,000,000. The additional project funds will be used to complete the Right of Way and Construction phases of the project.

Huntington Park

- Program \$700,000 in FY19 for MR306.53 - Slauson Avenue Congestion Relief Improvements Project. The total project budget is \$700,000. The funds will be used to complete the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project.

Measure R NEXUS to Highway Operational Definition: This project is a corridor improvement project that proposes to provide intersection congestion relief on Slauson Avenue during peak hours by providing three through lanes of traffic and signal improvements at six consecutive intersections. This will improve vehicular-pedestrian safety operations and intersection capacity. Slauson Avenue is a major east-west arterial providing regional access to and from the I-710. The improvements are eligible under Measure R Highway Operational Improvements.

Lynwood

- Program \$865,000 in FY19 for MR306.54 - Imperial Highway Corridor Congestion Relief Improvements Project. The total project budget is \$865,000. The funds will be used to complete the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project.

Measure R NEXUS to Highway Operational Definition: This project proposes to provide congestion relief on Imperial Highway between Long Beach Boulevard and Atlantic Avenue during peak hours by adding an additional lane and signal improvements. This will improve current capacity, operations, and traffic safety conditions. Imperial Highway is a major east-west arterial providing regional access to and from the I-710. The improvements are eligible under Measure R Highway Operational Improvements.

Port of Long Beach

- Program \$10,000,000 in FY19 for MR306.55 - Pier B Street Freight Corridor Reconstruction Project. The total project budget is \$10,000,000. The funds will be used to complete the Plans, Specifications, and Estimates (PS&E) phase of the Project.

Measure R NEXUS to Highway Operational Definition: This project proposes to widen Pier B Street from two to four lanes, realign the roadway, and improve grading. The project will improve the movement of people and goods, reduce congestion, and improve air quality on I-710 and adjacent arterials. The improvements are located within a mile of I-710 and are eligible Measure R Highway Operational Improvements.

State Route 138 Capacity Enhancements

Through Measure R, one project has been completed and the subregion has expended \$32.9 million and identified and executed 11 agreements for projects which are in planning, design or construction phases. The subregional project list does not include any funding or schedule adjustments.

DETERMINATION OF SAFETY IMPACT

The recertification of the project list and funding allocations will have no adverse impact on the safety of Metro's patrons and employees and the users of the referenced transportation facilities.

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY19 Budget amendment at this time. Highway project management staff will monitor the respective projects and adjust funding as required to meet project needs within the Adopted FY19 Highway budget. Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY19 funds are allocated for Arroyo Verdugo (Project No. 460310), Las Virgenes Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in FY19 budget. These three programs are budgeted under Cost Center 0442 in Account 54001 (Subsidies to Others).

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Funding for the I-605 Corridor "Hot Spots" Projects, is allocated to Project No. 460314, Cost Centers 4720 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services); 461314, Task 5.2.100; 462314, Task 5.2.100; 463314, Task 5.2.100; 463714, Task 5.2.100; 468314, Task 5.3.100; 469314, Task 5.3.100; 460345, Task 5.2.100; 460346, Task 5.2.100; in Cost Centers 4720 and 4730, Account 50316 (Professional Services); and for I-710 Early Action Projects, in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316, Task 5.2.100; 463316, Task 5.3.100; 463416, Task 5.3.100; and 463516, Task 5.3.100 in Account 50316 (Professional Services) in Cost Center 4720, are all included in the FY19 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Senior Executive Officer, Program Management, Highway Program will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon approval of recommendations, staff will rebalance the approved FY19 budgets to funds the identified priorities. Should additional funds be required for FY19 period, staff will revisit the budgetary needs using the quarterly and mid-year adjustment processes.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for Bus and rail Operations or Capital expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

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

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

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocation. However, this option is not recommended as it will be inconsistent with Board direction given at the time of the 2009 L RTP adoption and may delay the development and delivery of projects.

NEXT STEPS

Metro Highway Program Staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

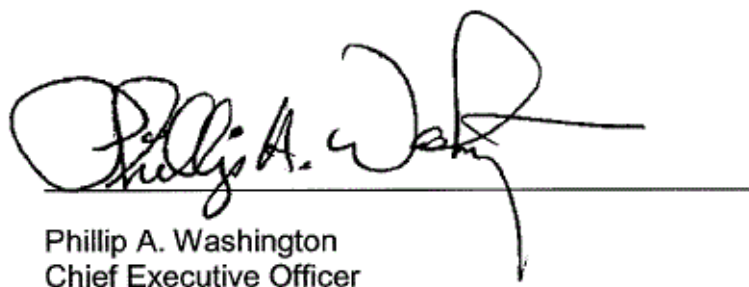
ATTACHMENTS

Attachment A - Project Receiving Additional Measure R Funds

Attachment B - Time Extension List

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects													
<i>(Dollars in Thousands)</i>													
			HIGHWAY OPS IMP GRAND TOTAL		1,035,377	41,394	1,066,771	694,336	126,592	143,974	93,249	17,025	1,695
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22	
Arroyo Verdugo Operational Improvements					68,376.3	12,497.0	80,873.3	37,352.2	12,655.2	11,617.0	8,885.0	10,364.0	0.0
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection		2,325.0	0.0	2,325.0	590.0	1,735.0					
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0	0.0	250.0			3,717.0		
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements (Completed)		2,600.0	0.0	2,600.0	2,600.0						
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements		2,975.0	0.0	2,975.0	2,975.0						
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0	0	250.0			3,647.0		
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement	Chg	1,600.0	2,000.0	3,600.0	1,600.0			2,000.0			
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506		659.8	0.0	659.8	185.8	474.0					
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2	Chg	1,300.0	700.0	2,000.0	0.0	1,300.0	700.0				
Burbank	MR310.33	Media District Traffic Signal Improvements		1,400.0	0.0	1,400.0	0.0	1,400.0					
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2	Chg	800.0	350.0	1,150.0	0.0	800.0	350.0				
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements	Chg	1,900.0	1,300.0	3,200.0	0.0	500.0	1,400.0	1,300.0			
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia	Add	0.0	1,000.0	1,000.0			1,000.0				
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.	Add	0.0	250.0	250.0				250.0			
		TOTAL BURBANK		23,423.8	5,600.0	29,023.8	7,950.8	6,709.0	3,450.0	3,550.0	7,364.0	0.0	
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7						
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0	0.0						
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0						
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		3,250.0	0.0	3,250.0	3,250.0						
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	876.5	370.0					
Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)		557.0	0.0	557.0	557.0						
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification		1,585.5	0.0	1,585.5	1,585.5						
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification		1,000.0	0.0	1,000.0	1,000.0						
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0						
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)		340.9	0.0	340.9	340.9						
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)		397.3	0.0	397.3	397.3						
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		350.0	0.0	350.0	350.0						
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0						

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3					
Glendale	MR310.25	210 Soundwalls Project	Chg	4,520.0	0.0	4,520.0	0.0	0.0	1,520.0		3,000.0	
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)	Chg	165.0	60.0	225.0	165.0		60.0			
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps	Chg	400.0	100.0	500.0	400.0		100.0			
Glendale	MR310.32	Regional Arterial Performance Measures (Call Match) F7321		100.0	0.0	100.0	0.0	100.0				
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.1	0.0	332.1	0.0	332.1				
Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly		600.0	0.0	600.0	0.0		100.0	500.0		
Glendale	MR310.35	Signal Installations at Various Locations		1,500.0	0.0	1,500.0	1,500.0					
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2		850.0	0.0	850.0	0.0	50.0	800.0			
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	0.0		150.0	1,050.0		
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements		3,315.0	0.0	3,315.0	3,315.0					
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,200.0		250.0			
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)		623.2	0.0	623.2	623.2					
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)		585.0	0.0	585.0	0.0			585.0		
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.	Chg	1,200.0	825.0	2,025.0	0.0	1,200.0	825.0			
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	0.0	400.0				
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave		1,800.0	0.0	1,800.0	0.0	150.0	1,650.0			
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/	Add	0.0	2,200.0	2,200.0			1,000.0	1,200.0		
		TOTAL GLENDALE		34,820.5	3,185.0	38,005.5	22,613.4	2,602.1	6,455.0	3,335.0	3,000.0	0.0
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0					
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,200.0	600.0				
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)	Add	0.0	3,712.0	3,712.0			1,712.0	2,000.0		
		TOTAL LA CANADA FLINTRIDGE		6,388.0	3,712.0	10,100.0	5,788.0	600.0	1,712.0	2,000.0	0.0	0.0
LA County	MR310.44	Soudwalls on Interstate I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	1,000.0	2,044.0				
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	1,000.0	2,044.0	0.0	0.0	0.0	0.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	0.0	700.0				
		TOTAL METRO		700.0	0.0	700.0	0.0	700.0	0.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		68,376.3	12,497.0	80,873.3	37,352.2	12,655.2	11,617.0	8,885.0	10,364.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Las Virgenes/Malibu Operational Improvements				156,651.0	0.0	156,651.0	128,101.0	16,350.0	12,200.0	0.0	0.0	0.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	343.7	100.0				
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Completed)		243.7	0.0	243.7	243.7					
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		3,251.0	0.0	3,251.0	3,251.0					
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,419.0	0.0	9,419.0	9,419.0					
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Completed)		4,943.6	0.0	4,943.6	4,943.6					
TOTAL WESTLAKE VILLAGE				18,301.0	0.0	18,301.0	18,201.0	100.0	0.0	0.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comando Interchange		11,000.0	0.0	11,000.0	4,000.0	2,000.0	5,000.0			
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements	Chg	1,000.0	(200.0)	800.0	800.0					
Agoura Hills	MR311.05	Agoura Road Widening (Completed)		36,500.0	0.0	36,500.0	36,500.0					
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR	Chg	500.0	200.0	700.0	150.0	350.0	200.0			
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0					
TOTAL AGOURA HILLS				49,100.0	0.0	49,100.0	41,550.0	2,350.0	5,200.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	33,000.0	2,500.0				
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Completed)		4,389.8	0.0	4,389.8	4,389.8					
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening		5,746.2	0.0	5,746.2	5,746.2					
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0					
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0					
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0					
TOTAL CALABASAS				49,550.0	0.0	49,550.0	47,050.0	2,500.0	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Malibu	MR311.24	Malibu/Civic Center Way Widening		4,000.0	0.0	4,000.0	3,000.0	1,000.0				
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	3,950.0	3,000.0				
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	1,000.0					
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		900.0	0.0	900.0	900.0					
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		2,500.0	0.0	2,500.0	1,000.0	1,000.0	500.0			
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Completed)		500.0	0.0	500.0	500.0					
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0					
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0	0.0	3,500.0	2,000.0	1,500.0				
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		13,700.0	0.0	13,700.0	4,300.0	4,900.0	4,500.0			
		TOTAL MALIBU		34,000.0	0.0	34,000.0	17,600.0	11,400.0	5,000.0	0.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements		5,700.0	0.0	5,700.0	3,700.0		2,000.0			
		TOTAL HIDDEN HILLS		5,700.0	0.0	5,700.0	3,700.0	0.0	2,000.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		156,651.0	0.0	156,651.0	128,101.0	16,350.0	12,200.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				236,247.2	(1,245.3)	235,002.0	150,423.5	32,742.7	31,529.7	13,847.0	4,764.0	1,695.0
SBCCOG	MR312.01	South Bay Cities CCS Program Development & Oversight and Program Administration <i>(Project Development Budget Testbed)</i>		13,375.0	0.0	13,375.0	11,664.0	500.0	594.0	617.0		
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	11,664.0	500.0	594.0	617.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		5,357.0	(0.0)	5,357.0	5,357.0					
Metro/Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector		15,100.0	0.0	15,100.0	9,350.0	5,750.0				
Metro/Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		24,400.0	0.0	24,400.0	4,000.0	5,900.0	7,900.0	6,600.0		
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		9,000.0	0.0	9,000.0	9,000.0					
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	0.0		1,000.0			
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd)		150.0	0.0	150.0	0.0		150.0			
		TOTAL CALTRANS		55,007.0	(0.0)	55,007.0	27,707.0	11,650.0	9,050.0	6,600.0	0.0	0.0
Carson	MR312.37	Sepulveda Blvd widening from Alameda Street to ICTF Driveway		0.0	0.0	0.0	0.0					
Carson	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.		150.0	0.0	150.0	65.0	85.0				
Carson	MR312.41	Traffic Signal Upgrades at 10 Intersections		1,400.0	0.0	1,400.0	500.0	900.0				
		TOTAL CARSON		1,550.0	0.0	1,550.0	565.0	985.0	0.0	0.0	0.0	0.0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0					
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard		400.0	0.0	400.0	400.0					
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		350.0	0.0	350.0	350.0					
		TOTAL EL SEGUNDO		3,250.0	0.0	3,250.0	3,250.0	0.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		4,967.0	0.0	4,967.0	4,967.0					
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		393.0	0.0	393.0	393.0					
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,090.3	0.0	2,090.3	2,090.3					
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0	40.0	1,460.0				
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0	80.0	180.0	2,263.0			
		TOTAL GARDENA		11,473.3	0.0	11,473.3	7,570.3	1,640.0	2,263.0	0.0	0.0	0.0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		2,100.0	0.0	2,100.0	2,100.0					
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane)		3,600.0	0.0	3,600.0	3,600.0					
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		7,551.0	0.0	7,551.0	7,551.0					
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	200.0	418.0	619.0			
Hawthorne	MR312.54	Intersection widening & traffic signal modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Pacific Beach on Grandview Ave; North on 120th St		2,000.0	0.0	2,000.0	1,000.0	1,000.0				
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St.		4,400.0	0.0	4,400.0	600.0	1,000.0	2,800.0			
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0	0.0	1,995.0	0.0	0.0	200.0	700.0	600.0	495.0
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	0.0	0.0	500.0	1,000.0	1,200.0	500.0
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	0.0	0.0	400.0	400.0	500.0	700.0
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		600.0	0.0	600.0	0.0	0.0	100.0	300.0	200.0	
		TOTAL HAWTHORNE		28,683.0	0.0	28,683.0	15,051.0	2,418.0	4,619.0	2,400.0	2,500.0	1,695.0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard	Chg	498.0	76.7	574.7	304.0	194.0	76.7			
Hermosa Beach	MR312.38	Pacific Coast Highway at Aviation Blvd Intersection Improvements (Southbound left turn lanes)	Deob	872.0	(872.0)	0.0						
Hermosa Beach	MR312.63	PAVED on PCH from Aviation Blvd to Prospect Ave	Deob	1,800.0	(1,800.0)	0.0						
		TOTAL HERMOSA BEACH		3,170.0	(2,595.3)	574.7	304.0	194.0	76.7	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV	Chg	2,500.0	1,000.0	3,500.0	2,500.0		1,000.0			
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		384.0	0.0	384.0	0.0	192.0	192.0			
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project		205.0	0.0	205.0	0.0	205.0				
Inglewood	MR312.71	La Cienega Blvd Synchronization Project		80.0	0.0	80.0	0.0	0.0	80.0			
Inglewood	MR312.72	Arbor Vitae Synchronization Project		130.0	0.0	130.0	0.0	0.0	130.0			
Inglewood	MR312.73	Florence Ave Synchronization Project		255.0	0.0	255.0	0.0	0.0	255.0			
		TOTAL INGLEWOOD		3,554.0	1,000.0	4,554.0	2,500.0	397.0	1,657.0	0.0	0.0	0.0
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0	0.0	100.0	100.0					
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0	(0.0)	1,313.0	262.6	1,050.4				
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		2,875.0	0.0	2,875.0	0.0	2,875.0				
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0	0.0	3,580.0	0.0	0.0	1,000.0	1,000.0	1,580.0	
		TOTAL LA CITY		7,868.0	(0.0)	7,868.0	362.6	3,925.4	1,000.0	1,000.0	1,580.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave		307.0	0.0	307.0	307.0	0.0	0.0			
LA County	MR312.52	ITS: Improvements on South Bay Arterials		1,021.0	0.0	1,021.0	0.0	401.0	620.0			
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0	0.0	2,000.0	0.0	1,000.0	1,000.0			
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	307.0	1,401.0	1,620.0	0.0	0.0	0.0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp		43.0	0.0	43.0	43.0					
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (completed)		878.3	0.0	878.3	878.3					
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3	0.0	1,039.3	273.0	766.3				
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0	0.0	508.0	0.0	300.0	208.0			
		TOTAL LAWDALE		2,468.6	0.0	2,468.6	1,194.3	1,066.3	208.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut		1,506.0	0.0	1,506.0	900.0	606.0				
		TOTAL LOMITA		1,506.0	0.0	1,506.0	900.0	606.0	0.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		346.5	0.0	346.5	346.5					
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0					
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0					
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		980.0	0.0	980.0	980.0					
Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.		900.0	0.0	900.0	50.0	850.0				
		TOTAL MANHATTAN BEACH		12,826.5	0.0	12,826.5	11,976.5	850.0	0.0	0.0	0.0	0.0
Metro/Caltrans	MR312.30	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110		600.0	0.0	600.0	0.0	600.0				
Metro/Caltrans	MR312.55	PSR I-405 from El Segundo Blvd to Artesia Blvd		881.0	0.0	881.0	0.0	881.0				
Metro/Caltrans	TBD	Western Ave. (SR-213) from Palos Verdes Drive North to Gardena -- PSR		170.0	0.0	170.0	70.0	100.0				
Metro/Caltrans	TBD	SR-1 from Eastern Boundary of Carson to Eastern Boundary of Torrance -- PSR		170.0	0.0	170.0	70.0	100.0				
Metro	0000020331-3 4010-2540-01-40	South Bay Arterial Baseline Conditions Analysis (Completed)		250.0	0.0	250.0	250.0					
Metro	TBD	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	1,500.0					
		TOTAL METRO		3,571.0	0.0	3,571.0	1,890.0	1,681.0	0.0	0.0	0.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0	30.0	60.0				
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	30.0	60.0	0.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		3,830.0	0.0	3,830.0	900.0		700.0	2,230.0		
		PORT OF LOS ANGELES		3,830.0	0.0	3,830.0	900.0	0.0	700.0	2,230.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0					
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)	Chg	586.0	350.0	936.0	586.0		350.0			
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)		389.0	0.0	389.0	320.0	69.0				
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		22.0	0.0	22.0	22.0					
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		30.0	0.0	30.0	30.0					
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		847.0	0.0	847.0	847.0					
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0					
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		992.0	0.0	992.0	0.0	0.0	992.0			
		TOTAL REDONDO BEACH		9,441.0	350.0	9,791.0	8,380.0	69.0	1,342.0	0.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		19,600.0	0.0	19,600.0	19,600.0					
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		319.9	0.0	319.9	319.9					
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0	25,700.0	18,100.0		7,600.0			
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0	15,300.0	10,300.0	5,000.0				
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0	2,900.0	2,900.0					
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0	852.0	852.0					
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing		500.0	0.0	500.0	500.0					
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signals at Transit Center		3,300.0	0.0	3,300.0	3,300.0					
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0	2,784.0		300.0	800.0	1,000.0	684.0	
		TOTAL TORRANCE		71,255.9	0.0	71,255.9	55,871.9	5,300.0	8,400.0	1,000.0	684.0	0.0
		TOTAL SOUTH BAY		236,247.2	(1,245.3)	235,002.0	150,423.5	32,742.7	31,529.7	13,847.0	4,764.0	1,695.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				205,762.1	12,982.6	218,744.7	133,766.0	39,272.4	34,475.4	9,516.8	1,714.1	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,100.0	0.0	1,100.0	900.0		200.0			
GCCOG	MR315.29	Gateway Cities Third Party Support		100.0	0.0	100.0	100.0					
TOTAL GCCOG				1,200.0	0.0	1,200.0	1,000.0	0.0	200.0	0.0	0.0	0.0
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0					
Metro	PS4720-3252	2005 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier		680.0	0.0	680.0	680.0					
Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Alondra/Alondra		572.7	0.0	572.7	572.7					
Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Habra, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Germantown/South, and Bloomfield/Artesia		560.7	0.0	560.7	560.7					
Metro	AE25081	Arterial Hot Spots in the Cities of Cerritos and Bloomfield/Artesia: PS&E for Carmenita/South and Bloomfield/Artesia Intersection		100.0	0.0	100.0	100.0					
Metro	AE25083	Arterial Hot Spots in the Cities of La Habra and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements		100.0	0.0	100.0	100.0					
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0	0.0	6,170.0	6,170.0					
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0	0.0	3,121.0	3,121.0					
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS		3,040.0	0.0	3,040.0	3,040.0					
Metro	AE5204200	Professional Services for 605/60 PA/ED		34,000.0	0.0	34,000.0	10,000.0	8,000.0	8,000.0	8,000.0		
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan		10,429.5	(0.0)	10,429.5	10,429.5					
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED		20,698.0	0.0	20,698.0	8,000.0	5,000.0	7,698.0			
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED	Chg	8,026.0	(263.0)	7,763.0	3,463.0	3,100.0	1,200.0			
Metro	AE322940011372	Professional Services for 710/91 PSR/PDS		2,340.0	0.0	2,340.0	2,340.0					
Metro	MR315.49	Third Party Support for the 605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA County)		300.0	0.0	300.0	300.0					
Metro	MR315.50	Freeway Early Action Projects (PA/ED & PS&E)		14,500.0	0.0	14,500.0	14,500.0					
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR & PS&E)	Chg	3,000.0	229.3	3,229.3	100.0	2,900.0	229.3			
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)	Chg	5,500.0	(1,047.7)	4,452.3		4,452.3				
Metro	MR315.35	SR-91 Atlantic Ave to Cherry Ave EB Aux Lane	Chg	500.0	7,000.0	7,500.0	0.0	250.0	7,250.0			
Metro	MR315.37	SR-91 Central Ave Interchange Improvements		500.0	0.0	500.0	0.0	250.0	250.0			
Metro	MR315.63	SR-60 at 7th Street Interchange Improvements	Chg	500.0	1,600.0	2,100.0	0.0	250.0	1,850.0			
Metro	MR315.64	I-605 at Valley Blvd Interchange Improvements	Chg	500.0	1,559.9	2,059.9	0.0	250.0	1,809.9			
TOTAL METRO				115,337.9	9,078.5	124,416.4	63,676.9	24,452.3	28,287.2	8,000.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Caltrans	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS		260.0	0.0	260.0	260.0					
Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	0.0	3,650.0	1,250.0	800.0	800.0	800.0		
Caltrans	MR315.24	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8	0.0	2,069.8	800.0	500.0	769.8			
Caltrans	MR315.08	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3	0.0	776.3	346.3	310.0	120.0			
Caltrans	MR315.48	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0	0.0	60.0	60.0					
Caltrans	MR315.13	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0	0.0	234.0	234.0					
Caltrans	MR315.30	I-605 Beverly Interchange Improvements (Env. Doc.)		500.0	0.0	500.0	100.0	400.0				
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.)		500.0	0.0	500.0	100.0	400.0				
		TOTAL CALTRANS		8,050.1	0.0	8,050.1	3,150.3	2,410.0	1,689.8	800.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8	0.0	8,442.8	7,310.0	1,132.8				
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		1,002.0	0.0	1,002.0	644.0	358.0				
		TOTAL BELLFLOWER		9,444.8	0.0	9,444.8	7,954.0	1,490.8	0.0	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction	Chg	292.0	122.2	414.2	292.0		122.2			
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction	Chg	1,756.0	(211.8)	1,544.2	1,544.2					
		TOTAL CERRITOS		2,048.0	(89.6)	1,958.4	1,836.2	0.0	122.2	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements		2,120.0	0.0	2,120.0	2,120.0					
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0	0.0	4,060.0	2,760.0	1,300.0				
Downey	MR315.27	Lakewood - Florence Intersection Improvements	Chg	4,945.0	(20.0)	4,925.0	1,310.0	3,615.0				
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements		2,740.4	0.0	2,740.4	2,740.4					
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.		1,300.0	0.0	1,300.0	0.0	1,300.0				
		TOTAL DOWNEY		15,165.4	(20.0)	15,145.4	8,930.4	6,215.0	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
LA County	MR315.07	Painter - Mulberry Intersection Improvements		2,410.0	0.0	2,410.0	2,410.0					
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0					
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0					
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements		1,400.0	0.0	1,400.0	1,400.0					
LA County	MR315.22	Norwalk-Washington Intersection Improvements		550.0	0.0	550.0	550.0					
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	0.0	155.0		645.0		
		TOTAL LA COUNTY		9,630.0	0.0	9,630.0	8,830.0	155.0	0.0	645.0	0.0	0.0
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,600.0	0.0	3,600.0	3,600.0					
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		5,504.3	0.0	5,504.3	5,504.3					
		TOTAL LAKEWOOD		9,104.3	0.0	9,104.3	9,104.3	0.0	0.0	0.0	0.0	0.0
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0	0.0	900.0	0.0				900.0	
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532		800.0	0.0	800.0	0.0				800.0	
Long Beach	MR315.69	Park or Ride (Call Match) F9808		212.6	0.0	212.6	14.9	49.3	62.5	71.8	14.1	
Long Beach	MR315.60	Soundwall on I-605 near Spring Street, PAED and PSE		350.0	0.0	350.0	50.0	200.0	100.0			
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3					
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8					
Long Beach	MR215.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	0.0	1,450.0				
		TOTAL LONG BEACH		4,659.7	0.0	4,659.7	1,012.0	1,699.3	162.5	71.8	1,714.1	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0	0.0	1,670.0	1,670.0					
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0	0.0	920.0	920.0					
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0	0.0	1,509.0	1,509.0					
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0	0.0	480.0	480.0					
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4	0.0	3,380.4	3,380.4					
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0	0.0	2,000.0	0.0	2,000.0				
		TOTAL NORWALK		9,959.4	0.0	9,959.4	7,959.4	2,000.0	0.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements		8,474.0	0.0	8,474.0	8,474.0					
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,388.0	0.0	1,388.0	1,388.0					
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		40.0	0.0	40.0	40.0					
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,195.0	0.0	2,195.0	2,195.0					
		TOTAL PICO RIVERA		12,097.0	0.0	12,097.0	12,097.0	0.0	0.0	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		824.0	0.0	824.0	524.0	300.0				
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction		2,667.0	0.0	2,667.0	2,667.0					
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		600.0	0.0	600.0	50.0	550.0				
		TOTAL SANTA FE SPRINGS		4,091.0	0.0	4,091.0	3,241.0	850.0	0.0	0.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction	Chg	1,567.9	803.1	2,371.0	1,567.9		803.1			
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction	Chg	1,760.3	2,512.7	4,273.0	1,760.3		2,512.7			
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction	Chg	1,646.2	697.9	2,344.1	1,646.2		697.9			
		TOTAL WHITTIER		4,974.4	4,013.7	8,988.1	4,974.4	0.0	4,013.7	0.0	0.0	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		205,762.1	12,982.6	218,744.7	133,766.0	39,272.4	34,475.4	9,516.8	1,714.1	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				168,339.9	17,160.1	175,500.0	137,993.3	5,471.5	26,151.8	15,800.4	183.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,100.0	0.0	1,100.0	1,100.0					
TOTAL GCCOG				1,100.0	0.0	1,100.0	1,100.0	0.0	0.0	0.0	0.0	0.0
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0					
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development		600.0	0.0	600.0	600.0					
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0					
Metro	PS4340-1939	Professional Services contract for I-710 Corridor Project EIR/EIS		32,520.9	0.0	32,520.9	32,520.9					
Metro	PS-4710-2744	Professional Services contract for I-710 Soundwall Project Development		10,878.4	0.0	10,878.4	10,878.4					
Metro	PS2198100	I-710 Soundwall Package 2		7,000.0	0.0	7,000.0	0.0		1,000.0	6,000.0		
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0					
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)		8,760.0	0.0	8,760.0	8,760.0					
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0	0.0	3,000.0				
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)		64.8	0.0	64.8	64.8					
TOTAL METRO				88,220.1	0.0	88,220.2	78,220.2	3,000.0	1,000.0	6,000.0	0.0	0.0
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0					
TOTAL POLA				240.0	0.0	240.0	240.0	0.0	0.0	0.0	0.0	0.0
Metro	13.01/USAGE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0					
TOTAL USACE				100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0					
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0					
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	0.0	200.0	200.0			
TOTAL SCE				2,098.0	0.0	2,098.0	1,698.0	200.0	200.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0					
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0					
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0					
		TOTAL CALTRANS		5,050.0	0.0	5,050.0	5,050.0	0.0	0.0	0.0	0.0	0.0
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0	0.0	157.0	84.5	72.5				
		TOTAL LA COUNTY		157.0	0.0	157.0	84.5	72.5	0.0	0.0	0.0	0.0
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6	(0.0)	178.6	178.6					
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0	0.0	136.0	60.9	75.1				
Bell	MR306.44	Gage Ave Bridge Replacement Project		66.8	0.0	66.8	0.0		66.8			
Bell	MR306.45	Slauson Ave Bridge Replacement Project	Deob	39.9	(39.9)	0.0	0.0					
		TOTAL BELL		421.3	(39.9)	381.4	239.5	75.1	66.8	0.0	0.0	0.0
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3	0.0	152.3	68.1	84.2				
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4	0.0	283.4	0.0			100.4	183.0	
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120		1,184.7	0.0	1,184.7	623.0	561.7				
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements	Add	0.0	4,635.0	4,635.0			4,635.0			
		TOTAL BELL GARDENS		1,620.4	4,635.0	6,255.5	691.1	645.9	4,635.0	100.4	183.0	0.0
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project		13,500.0	0.0	13,500.0	13,500.0					
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0	75.0	75.0					
		TOTAL COMMERCE		13,575.0	0.0	13,575.0	13,575.0	0.0	0.0	0.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0	35.3	35.3					
		TOTAL COMPTON		35.3	0.0	35.3	35.3	0.0	0.0	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0	0.0	120.0	10.0	110.0				
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)		3,069.0	0.0	3,069.0	3,069.0					
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		223.0	0.0	223.0	223.0	100.0				
Downey	MR306.31	Lakewood Blvd Improvement Project	Chg	5,000.0	1,000.0	6,000.0	5,000.0		1,000.0			
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0	0.0	3,185.0	0.0		1,185.0	2,000.0		
		TOTAL DOWNEY		11,597.0	1,000.0	12,597.0	8,302.0	210.0	2,185.0	2,000.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0					
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements	Add	0.0	700.0	700.0			700.0			
		TOTAL HUNTINGTON PARK		15.0	700.0	715.0	15.0	0.0	700.0	0.0	0.0	0.0
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		11,000.0	0.0	11,000.0	5,500.0		2,000.0	3,500.0		
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0	146.0	46.0	100.0				
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements		300.0	0.0	300.0	300.0					
		TOTAL LONG BEACH		11,446.0	0.0	11,446.0	5,846.0	100.0	2,000.0	3,500.0	0.0	0.0
Lynwood	MR306.51	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	0.0	20.0				
Lynwood	MR306.54	Imperial Highway Corridor Congestion Relief Improvements	Add	0.0	865.0	865.0			865.0			
		TOTAL LYWOOD		20.0	865.0	885.0	0.0	20.0	865.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0					
		TOTAL MAYWOOD		65.0	0.0	65.0	65.0	0.0	0.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0	130.0	50.0	80.0				
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0	2,825.0	2,075.0	750.0				
		TOTAL PARAMOUNT		2,955.0	0.0	2,955.0	2,125.0	830.0	0.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstructon	Add	0.0	10,000.0	10,000.0			10,000.0			
		TOTAL PORT OF LONG BEACH		0.0	10,000.0	10,000.0	0.0	0.0	10,000.0	0.0	0.0	0.0
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0	184.5	84.5	100.0				
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0	12,400.0	12,400.0					
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project		6,000.0	0.0	6,000.0	6,000.0					
South Gate	MR306.50	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0	8,900.0	0.0	200.0	4,500.0	4,200.0		
		TOTAL SOUTH GATE		27,484.5	0.0	27,484.5	18,484.5	300.0	4,500.0	4,200.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	52.2	18.0				
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0					
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,122.2	18.0	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		168,339.9	17,160.1	175,500.0	137,993.3	5,471.5	26,151.8	15,800.4	183.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	106,700.0	20,100.0	28,000.0	45,200.0		0.0
Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0					
Metro/Caltrans	MR330.12	SR 138 Segment 6 Construction		5,600.0	0.0	5,600.0	0.0		5,600.0			
		TOTAL METRO		25,000.0	0.0	25,000.0	19,400.0	0.0	5,600.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		15,000.0	0.0	15,000.0	15,000.0					
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		15,000.0	0.0	15,000.0	3,100.0			11,900.0		
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		10,000.0	0.0	10,000.0	3,300.0			6,700.0		
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		5,000.0	0.0	5,000.0	300.0	900.0		3,800.0		
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		20,000.0	0.0	20,000.0	4,400.0		15,600.0			
		TOTAL LANCASTER		65,000.0	0.0	65,000.0	26,100.0	900.0	15,600.0	22,400.0	0.0	0.0
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0					
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0	0.0	25,000.0	6,600.0		6,800.0	11,600.0		
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	10,900.0	4,100.0				
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	15,400.0	9,600.0				
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0	0.0	20,000.0	3,300.0	5,500.0		11,200.0		
		TOTAL PALMDALE		110,000.0	0.0	110,000.0	61,200.0	19,200.0	6,800.0	22,800.0	0.0	0.0
		TOTAL SR-138 CAPACITY ENH		200,000.0		200,000.0	106,700.0	20,100.0	28,000.0	45,200.0	0.0	0.0
		Total Measure R Spent Inception to Date		1,035,377	41,394	1,066,771	694,336	126,592	143,974	93,249	17,025	1,695

Definitions:

Lead Agency is the primary project manager for the administration of scope and use of funds

Funding Agreement (FA): references the agreement number on file with Metro

Project Location: Describes the general scope and parameters of the project

Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:

PI - Project Initiation / PE - Preliminary Engineering / EA - Environmental Analysis / FD - Final Design / ROW - Right of Way Acq / CON - Construction

Notes: Provide a quick reference to reported change for the period such as:

Add - Addition of a new project / REP - Reprogram of funds / SCAD - Scope Addition / BAD - Budget Adjustment / DEL - Deletion

Prior Allocation identifies the reported project allocation reported in the previous report

Alloc Change denotes the amount of change occurring in the current reporting period.

Current Allocation identifies the total current allocation planned for a project. This includes the prior year Programming and the sum of the future fiscal years

**MEASURE R TIME EXTENSION LIST AS OF JUNE 30, 2018
(\$000)**

ATTACHMENT B

PROJECT NUMBER	LEAD AGENCY	PROJECT	LAPSING FUNDS	LAPSING PROG YR	TOTAL PROG \$ TO BE LAPSED	TOTAL EXPEN \$ TO DATE	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT	NEW REVISED LAPSED DATE
ARROYO VERDUGO OPERATIONAL IMPROVEMENTS										
MR310.06	Burbank	San Fernando Blvd. / Burbank Blvd. Intersection	Mea. R	2017/18	590	300	290	1	2	6/30/2019
MR310.11	Burbank	Olive Ave. / Verdugo Ave. Intersection Improvements	Mea. R	2018	400	92	308	1	1	6/30/2019
MR310.13	Glendale	Glendale Narrows Bikeway Culvert	Mea. R	2018	476	302	174	1	1	6/30/2019
MR310.22	Glendale	Glendale Narros Riverwalk Bridge	Mea. R	2018	600	557	43	1	1	6/30/2019
LAS VIRGENES/MALIBU OPERATIONAL IMPROVEMENTS										
MR311.32	Malibu	PCH and Big Rock Dr. Intersection and La Costa Area Ped Impr	Mea. R	2018	550	356	194	1	2	6/30/2019
SOUTH BAY I-405, I-110, I-105, & SR-91 RAMP / INTERCHANGE IMPROVEMENTS										
MR312.05	Hermosa Beach	PCH (SR1) Improvements btwn Anita St and Artesia Ave	Mea. R	2018	304	108	196	1	2	6/30/2019
MR312.06	Redondo Beach	PCH Arterial Impr frm Anita St. to Palos Verdes Blvd	Mea. R	2018	1,400	155	1,245	1	2	6/30/2019
MR312.07	Redondo Beach	PCH at Torrance Blvd Intersection Improvements	Mea. R	2018	585	131	454	1	2	6/30/2019
MR312.12	Inglewood	Inglewood Intelligent Transportation System Phase IV	Mea. R	2018	3,500	1,269	2,231	1	2	6/30/2019
MR312.20	Redondo Beach	Aviaton Blvd at Artesia Blvd Intersection Improvements	Mea. R	2018	847	173	674	1	1	6/30/2019
MR312.23	Torrance	Torrance Transit Park and Ride Regional Terminal Project	Mea. R	2017/18	18,100	10,190	7,910	1	2	6/30/2019
MR312.28	Manhattan Beach	Seismic Retrofit of Sepulveda Blvd Bridge	Mea. R	2018	4,550	0	4,550	1	1	6/30/2019
MR312.40	Torrance	PCH at Vista Montana/Anza Avenue Intersection Impr	Mea. R	2018	2,900	476	2,424	1	1	6/30/2019
GATEWAY CITIES: I-605/SR-91/I-405 CORRIDORS "HOT SPOTS"										
MR315.04	Lakewood	Del Amo Boulevard at Lakewood Boulevard Intersection Impr	Mea. R	2018	1,000	452	548	1	1	6/30/2019
MR315.09	Pico Rivera	Rosemead Boulevard and Whittier Boulevard Intersection Impr	Mea. R	2018	120	80	40	1	1	6/30/2019
MR315.10	Norwalk	Bloomfield Avenue at Imperial Highway Intersection Impro	Mea. R	2018	184	37	147	1	1	6/30/2019
MR315.17	Norwalk	Pioneer Boulevard at Imperial Highway Intersection Impr	Mea. R	2018	154	71	83	1	1	6/30/2019
MR315.19	Pico Rivera	Rosemead Boulevard and Slauson Intersection Impr	Mea. R	2018	300	207	93	1	1	6/30/2019
MR315.21	Pico Rivera	Rosemead Blvd and Washington Blvd Intersection Impr	Mea. R	2018	8	4	4	1	1	6/30/2019
GATEWAY CITIES: INTERSTATE 710 SOUTH EARLY ACTION PROJECTS										
MR306.20	Downey	Paramount Blvd at Firestone Blvd Intersection Impr	Mea. R	2017/18	3,390	2,986	404	1	2	6/30/2019
					Total	\$39,958	\$17,946	\$22,012		

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| <ol style="list-style-type: none"> 1. Project delay due to unforeseen and extraordinary circumstances beyond the control of the project sponsor (federal or state delay, legal challenges, third party coordination issues, act of God, etc); 2. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only); 3. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed. |
|--|