

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Southeast Los Angeles Transit Improvements Project

Resolution LPP-P-2324-14B

(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on 6/28/2024 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Los Angeles County Metropolitan Transportation Authority, and the Implementing Agency, Los Angeles County Metropolitan Transportation Authority, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 6/28/2023 meeting the Commission approved the Local Partnership Program and included in this program of projects the Southeast Los Angeles Transit Improvements Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

- 4.2 To adhere, as applicable, to the provisions of the Commission:

- Resolution [redacted], "Adoption of Program of Projects for the Active Transportation Program", dated [redacted]
- Resolution G-23-47, "Adoption of Program of Projects for the Local Partnership Program", dated 6/28/2023
- Resolution [redacted], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted]
- Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]
- Resolution [redacted], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [redacted]

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Los Angeles County Metropolitan Transportation Authority agrees to secure funds for any additional costs of the project.
- 4.6 Los Angeles County Metropolitan Transportation Authority agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Los Angeles County Metropolitan Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Los Angeles County Metropolitan Transportation Authority agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## 5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost  
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope  
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics  
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The state will not cover costs in the event of a cost overrun.

### Attachments:

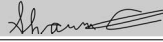
- Exhibit A: Project Programming Request Form  
Exhibit B: Project Report  
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Project Name Southeast Los Angeles Transit Improvements Project

Resolution LPP-P-2324-14B

(to be completed by CTC)



Digitally signed by Shawn Atlow  
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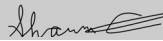
5/13/2024

Date

Stephanie N. Wiggins

CEO, LA County Metropolitan Transportation Authority (LA Metro)

Project Applicant



Digitally signed by Shawn Atlow  
Date: 2024.05.13 20:20:05 -07'00'

5/13/2024

Date

Stephanie N. Wiggins

CEO, LA County Metropolitan Transportation Authority (LA Metro)

Implementing Agency



05/20/2024

Date

District 7 Director

District Director  
California Department of Transportation



06/14/2024

Date

Tony Tavares

Director  
California Department of Transportation



07/08/2024

Date

Tanisha Taylor

Executive Director  
California Transportation Commission

## B. Fact Sheet

**Project Title:** Southeast Los Angeles Transit Improvements Project (SELA TIP)

**Nominating Agency:** Los Angeles County Metropolitan Authority (Metro)

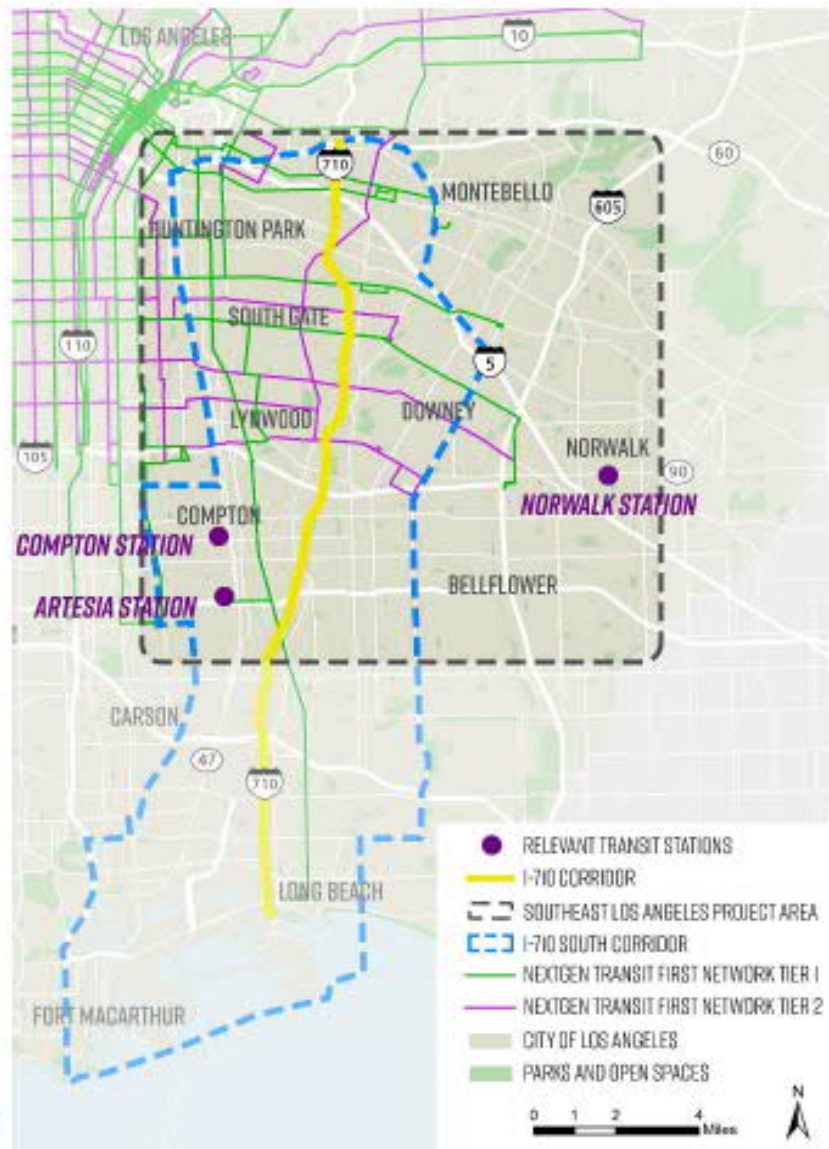
**Implementing Agency:** Los Angeles County Metropolitan Authority (Metro)

**Project Location:** Multiple Metro NextGen Tier One and Tier two bus line corridors throughout southeast Los Angeles County along the I-710 corridor.

**Scope:** Metro is seeking funding for transit improvements along multiple Tier 1 and 2 bus line corridors. Improvements include Cloud-Based Transit Signal Priority at 114 intersections, terminal/layover expansion improvements at Norwalk, Artesia, and Compton Station, 10 ZEB charging masts, and waiting improvements include the addition of 100 shelters at stops without existing shelters, 100 electronic real time arrival solar powered displays, and 100 bus stop solar lighting upgrades

at locations that lack shelters and have limited existing lighting.

**Benefits:** Benefits of this project include improved transit accessibility, reduction of GHG and pollutants, reduction of VMT, enhanced bus service speed and bus stop amenities/safety, addressing needs of disadvantaged/historically disadvantaged communities, creating higher quality transit lines and regional connectivity.



### Cost

Total Project Cost: \$31,130,000  
Total LPP-C Request: \$14,500,000

### Schedule:

- PA&ED: FY 2024
- PS&E: FY 2024
- R/W: FY 2024
- Begin CON: FY 2024
- End CON: FY 2025



# Southeast Los Angeles Transit Improvements Project

## SB1 LPP-Competitive Cycle 3 Project

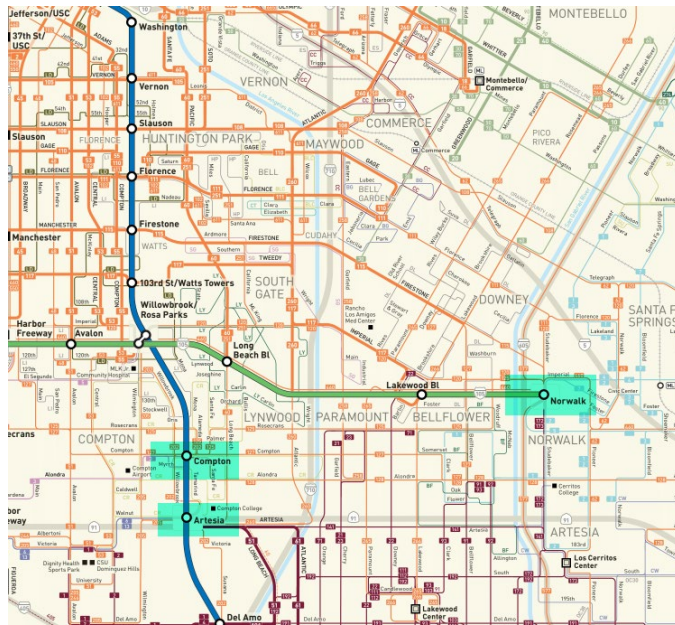
### SB1 Project Baseline Agreement – Scope, Schedule, Costs, Benefits

**PPNOs (5 segments) :- LP011A, LP011B, LP011C, LP011D, LP011E**

Project Location :- Multiple Metro NextGen Tier One and Tier two bus line corridors throughout southeast Los Angeles County along the I-710 corridor

Total Project Cost = \$31,130,000 ; LPP-Competitive Funding = \$14,500,000

LA Metro website – Projects :- <https://www.metro.net/projects/>



## LP011A - Scope, Schedule, Costs, Benefits

Scope :- The purchase, design, and installation of cloud-based transit signal priority in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities. The project will be delivered via the design-build method.

Schedule :-

PA&ED (Environmental)	Begin = 06/01/2023	End = 07/01/2023
PS&E (Design)	Begin = 12/01/2024	End = 06/01/2026
ROW-Certification	Begin = 11/01/2024	End = 11/30/2024
Construction (Contract)	Begin = 07/01/2026	End = 12/01/2027

Costs (Funding) :- Total = \$6.63M (Local) – FY 24/25 ; LPP-C = \$0

Benefits/Outputs :- TMS – Transit Signal Priority (TSP) = 114 each

# **Southeast Los Angeles Transit Improvements Project**

## **SB1 LPP-Competitive Cycle 3 Project**

### **SB1 Project Baseline Agreement – Scope, Schedule, Costs, Benefits**

#### **LP011B - Scope, Schedule, Costs, Benefits**

Scope :-- The purchase and installation of bus shelters with real-time display and security lighting in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities.

Schedule :--

PA&ED (Environmental)	Begin = 06/01/2023	End = 07/01/2023
PS&E (Design)	Begin = 07/02/2023	End = 01/31/2025
ROW-Certification	Begin = 07/02/2023	End = 01/31/2025
Construction (Contract)	Begin = 04/01/2025	End = 09/01/2027

Costs (Funding) :-- Total = \$6M – FY 24/25 ; LPP-C = \$3M

Benefits/Outputs :-- Rail/Multi-Modal – Station Improvements = 100 each

#### **LP011C - Scope, Schedule, Costs, Benefits**

Scope :-- The purchase and installation of solar-powered lighting upgrades in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities.

Schedule :--

PA&ED (Environmental)	Begin = 06/01/2023	End = 07/01/2023
PS&E (Design)	Begin = 07/02/2023	End = 08/02/2024
ROW-Certification	Begin = 07/02/2023	End = 08/02/2024
Construction (Contract)	Begin = 12/01/2024	End = 06/30/2026

Costs (Funding) :-- Total = \$500K – FY 24/25 ; LPP-C = \$250K

Benefits/Outputs :-- Rail/Multi-Modal – Station Improvements = 100 each

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	05/13/2024 17:27:50
Programs <input checked="" type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			LP011A	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
TYRONE CRUMP			213-547-4377	crumpt@metro.net	

**Project Title**

Southeast Los Angeles Transit Improvements Project (Transit Signal Priority)

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

The purchase, design, and installation of cloud-based transit signal priority in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities. The project will be delivered via the design-build method.

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

**Legislative Districts**

Assembly:	64,51,53,58,63	Senate:	32,33,35,24	Congressional:	34,38,40,44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/01/2023
Circulate Draft Environmental Document <span style="float:right">Document Type CE</span>		06/01/2023
Draft Project Report		06/01/2023
End Environmental Phase (PA&ED Milestone)		07/01/2023
Begin Design (PS&E) Phase		12/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		06/01/2026
Begin Right of Way Phase		11/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		11/30/2024
Begin Construction Phase (Contract Award Milestone)		07/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2027
Begin Closeout Phase		01/01/2028
End Closeout Phase (Closeout Report)		06/01/2028

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**Purpose and Need**

The Project is part of Metro’s commitment to creating an equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people that will foster clean air and sustainable communities for all residents, communities, and users in the corridor who have long suffered from health and mobility issues caused by growing congestion along and near the freeway. The Project’s improvements implement several of Metro’s programs and plans for transforming the speed and reliability, customer experience, and zero emission operations of bus service.

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

**Project Outputs**

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Transit Signal Priority (TSP)	EA	114



Date 05/13/2024 17:27:50

**Additional Information**

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

There is no Right-of-Way phase proposed, as all Right-of-Way is within LA Metro's, Caltrans, or City jurisdictions existing Right-of-Way and no additional acquisition is required.

While the Project depends on all of the separate contracted components, LA Metro acknowledges the LPP-C funding will be applied to the bus shelters, solar lighting, terminal/layover, and zero emission bus charging infrastructure improvements only. No LPP-C funds are proposed for the transit signal priority component.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-192,064	0	-192,064
			Hours per Capita	788,223	725,165	63,058
Throughput (Freight)	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	0	0	0
			# of Pedestrians	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	5.36	5.64	-0.28
			PM 10 Tons	5.36	5.64	-0.28
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	4,113	71,030	-66,917
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	2.63	-2.63
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.51	-0.51
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	1,102	-1,102
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	7.13	-7.13
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	0	0	0
	Optional	Number of Destinations Accessible by Mode	Number	0	0	0
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	362.4	0	362.4
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.36	0	4.36

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	NA	NA	
	Optional	Bridge Superstructure Rating	Rating	NA	NA	
	Optional	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	Optional	Number of Receptors	Number	0	0	0
	Optional	Properties Directly Benefited	Number	0	0	0
	Optional	Number of Decibels	Number	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				LP011A

Project Title  
 Southeast Los Angeles Transit Improvements Project (Transit Signal Priority)

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

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,630					6,630	
TOTAL			6,630					6,630	

Fund #1:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,630					6,630	
TOTAL			6,630					6,630	





Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	05/13/2024 17:22:40
Programs <input checked="" type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			LP011B	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
TYRONE CRUMP			213-547-4377	crumpt@metro.net	

**Project Title**

Southeast Los Angeles Transit Improvements Project (Bus Shelters)

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

The purchase and installation of bus shelters with real-time display and security lighting in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities.

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

**Legislative Districts**

Assembly:	64,51,53,58,63	Senate:	32,33,35,24	Congressional:	34,38,40,44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
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Circulate Draft Environmental Document <span style="float:right">Document Type CE</span>		06/01/2023
Draft Project Report		06/01/2023
End Environmental Phase (PA&ED Milestone)		07/01/2023
Begin Design (PS&E) Phase		07/02/2023
End Design Phase (Ready to List for Advertisement Milestone)		01/31/2025
Begin Right of Way Phase		07/02/2023
End Right of Way Phase (Right of Way Certification Milestone)		01/31/2025
Begin Construction Phase (Contract Award Milestone)		04/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		09/01/2027
Begin Closeout Phase		09/02/2027
End Closeout Phase (Closeout Report)		02/28/2028

Date 05/13/2024 17:22:40

**Purpose and Need**

The Project is part of Metro’s commitment to creating an equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people that will foster clean air and sustainable communities for all residents, communities, and users in the corridor who have long suffered from health and mobility issues caused by growing congestion along and near the freeway. The Project’s improvements implement several of Metro’s programs and plans for transforming the speed and reliability, customer experience, and zero emission operations of bus service.

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

**Project Outputs**

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	100

Date 05/13/2024 17:22:40

**Additional Information**

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While the Project depends on all of the separate contracted components, LA Metro acknowledges the LPP-C funding will be applied to the bus shelters, solar lighting, terminal/layover, and zero emission bus charging infrastructure improvements only. No LPP-C funds are proposed for the transit signal priority component.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-192,064	0	-192,064
			Hours per Capita	788,223	725,165	63,058
Throughput (Freight)	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	0	0	0
			# of Pedestrians	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	5.36	5.64	-0.28
			PM 10 Tons	5.36	5.64	-0.28
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	4,113	71,030	-66,917
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	2.63	-2.63
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.51	-0.51
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	1,102	-1,102
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	7.13	-7.13
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	0	0	0
	Optional	Number of Destinations Accessible by Mode	Number	0	0	0
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	362.4	0	362.4
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.36	0	4.36

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	NA	NA	
	Optional	Bridge Superstructure Rating	Rating	NA	NA	
	Optional	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	Optional	Number of Receptors	Number	0	0	0
	Optional	Properties Directly Benefited	Number	0	0	0
	Optional	Number of Decibels	Number	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0



District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				LP011B

Project Title  
 Southeast Los Angeles Transit Improvements Project (Bus Shelters)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,000					6,000	
<b>TOTAL</b>			6,000					6,000	

Fund #1: State SB1 LPP - Local Partnership Program - Competitive program (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,000					3,000	
<b>TOTAL</b>			3,000					3,000	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,000					3,000	
TOTAL			3,000					3,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	05/13/2024 17:25:29
Programs <input checked="" type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			LP011C	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
TYRONE CRUMP			213-547-4377	crumpt@metro.net	

**Project Title**

Southeast Los Angeles Transit Improvements Project (Lighting)

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

The purchase and installation of solar-powered lighting upgrades in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities.

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

**Legislative Districts**

Assembly:	64,51,53,58,63	Senate:	32,33,35,24	Congressional:	34,38,40,44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/01/2023
Circulate Draft Environmental Document <span style="float:right">Document Type CE</span>		06/01/2023
Draft Project Report		06/01/2023
End Environmental Phase (PA&ED Milestone)		07/01/2023
Begin Design (PS&E) Phase		07/02/2023
End Design Phase (Ready to List for Advertisement Milestone)		08/02/2024
Begin Right of Way Phase		07/02/2023
End Right of Way Phase (Right of Way Certification Milestone)		08/02/2024
Begin Construction Phase (Contract Award Milestone)		12/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2026
Begin Closeout Phase		07/01/2026
End Closeout Phase (Closeout Report)		12/31/2026

Date 05/13/2024 17:25:29

**Purpose and Need**

The Project is part of Metro’s commitment to creating an equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people that will foster clean air and sustainable communities for all residents, communities, and users in the corridor who have long suffered from health and mobility issues caused by growing congestion along and near the freeway. The Project’s improvements implement several of Metro’s programs and plans for transforming the speed and reliability, customer experience, and zero emission operations of bus service.

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

**Project Outputs**

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	100

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Date 05/13/2024 17:25:29

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**Additional Information**

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

There is no Right-of-Way phase proposed, as all Right-of-Way is within LA Metro's, Caltrans, or City jurisdictions existing Right-of-Way and no additional acquisition is required.

While the Project depends on all of the separate contracted components, LA Metro acknowledges the LPP-C funding will be applied to the bus shelters, solar lighting, terminal/layover, and zero emission bus charging infrastructure improvements only. No LPP-C funds are proposed for the transit signal priority component.



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	788,223	725,165	63,058
			Hours per Capita	-192,064	0	-192,064
Throughput (Freight)	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	0	0	0
			# of Pedestrians	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	5.36	5.64	-0.28
			PM 10 Tons	5.36	5.64	-0.28
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	4,113	71,030	-66,917
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	2.63	-2.63
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.51	-0.51
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	1,102	-1,102
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	7.13	-7.13
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	0	0	0
	Optional	Number of Destinations Accessible by Mode	Number	0	0	0
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	362.4	0	362.4
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.36	0	4.36

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	NA	NA	
	Optional	Bridge Superstructure Rating	Rating	NA	NA	
	Optional	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	Optional	Number of Receptors	Number	0	0	0
	Optional	Properties Directly Benefited	Number	0	0	0
	Optional	Number of Decibels	Number	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				LP011C

Project Title  
 Southeast Los Angeles Transit Improvements Project (Lighting)

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

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			500					500	
TOTAL			500					500	

Fund #1:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			250					250	
TOTAL			250					250	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			250					250	
TOTAL			250					250	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	05/13/2024 17:20:08
Programs <input checked="" type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			LP011D	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
TYRONE CRUMP			213-547-4377	crumpt@metro.net	

**Project Title**

Southeast Los Angeles Transit Improvements Project (Termini/Layover)

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

The construction of civil works at bus termini/layovers at Norwalk, Artesia, and Compton Stations in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities.

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

**Legislative Districts**

Assembly:	64,51,53,58,63	Senate:	32,33,35,24	Congressional:	34,38,40,44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/01/2023
Circulate Draft Environmental Document <span style="float: right;">Document Type CE</span>		06/01/2023
Draft Project Report		06/01/2023
End Environmental Phase (PA&ED Milestone)		12/01/2023
Begin Design (PS&E) Phase		01/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2025
Begin Right of Way Phase		01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		01/01/2025
Begin Construction Phase (Contract Award Milestone)		06/30/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2026
Begin Closeout Phase		01/01/2027
End Closeout Phase (Closeout Report)		06/01/2027



Date 05/13/2024 17:20:08

**Purpose and Need**

The Project is part of Metro’s commitment to creating an equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people that will foster clean air and sustainable communities for all residents, communities, and users in the corridor who have long suffered from health and mobility issues caused by growing congestion along and near the freeway. The Project’s improvements implement several of Metro’s programs and plans for transforming the speed and reliability, customer experience, and zero emission operations of bus service.

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

**Project Outputs**

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	3

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Date 05/13/2024 17:20:08

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**Additional Information**

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

There is no Right-of-Way phase proposed, as all Right-of-Way is within LA Metro's, Caltrans, or City jurisdictions existing Right-of-Way and no additional acquisition is required.

While the Project depends on all of the separate contracted components, LA Metro acknowledges the LPP-C funding will be applied to the bus shelters, solar lighting, terminal/layover, and zero emission bus charging infrastructure improvements only. No LPP-C funds are proposed for the transit signal priority component.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-192,064	0	-192,064
			Hours per Capita	788,223	725,165	63,058
Throughput (Freight)	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	0	0	0
			# of Pedestrians	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	5.36	5.64	-0.28
			PM 10 Tons	5.36	5.64	-0.28
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	4,113	71,030	-66,917
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	2.63	-2.63
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.51	-0.51
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	1,102	-1,102
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	7.13	-7.13
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	0	0	0
	Optional	Number of Destinations Accessible by Mode	Number	0	0	0
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	362.4	0	362.4
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.36	0	4.36

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	NA	NA	
	Optional	Bridge Superstructure Rating	Rating	NA	NA	
	Optional	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	Optional	Number of Receptors	Number	0	0	0
	Optional	Properties Directly Benefited	Number	0	0	0
	Optional	Number of Decibels	Number	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				LP011D

Project Title  
 Southeast Los Angeles Transit Improvements Project (Termini/Layover)

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

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,000					8,000	
TOTAL			8,000					8,000	

Fund #1:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,000					4,000	
TOTAL			4,000					4,000	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,000					4,000	
TOTAL			4,000					4,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	05/13/2024 17:17:52
Programs <input checked="" type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			LP011E	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
TYRONE CRUMP			213-547-4377	crumpt@metro.net	

**Project Title**

Southeast Los Angeles Transit Improvements Project (ZEB Charging)

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

The purchase and installation of zero emission bus (ZEB) charging masts in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities.

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

**Legislative Districts**

Assembly:	64,51,53,58,63	Senate:	32,33,35,24	Congressional:	34,38,40,44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/01/2023
Circulate Draft Environmental Document <span style="float: right;">Document Type CE</span>		06/01/2023
Draft Project Report		06/01/2023
End Environmental Phase (PA&ED Milestone)		12/01/2023
Begin Design (PS&E) Phase		01/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2025
Begin Right of Way Phase		01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		01/01/2025
Begin Construction Phase (Contract Award Milestone)		06/30/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2026
Begin Closeout Phase		01/01/2027
End Closeout Phase (Closeout Report)		06/01/2027

Date 05/13/2024 17:17:52

**Purpose and Need**

The Project is part of Metro’s commitment to creating an equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people that will foster clean air and sustainable communities for all residents, communities, and users in the corridor who have long suffered from health and mobility issues caused by growing congestion along and near the freeway. The Project’s improvements implement several of Metro’s programs and plans for transforming the speed and reliability, customer experience, and zero emission operations of bus service.

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

**Project Outputs**

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail/Transit Equipment	EA	10



Date 05/13/2024 17:17:52

**Additional Information**

Categorical Exemption (CE) is shown as 'Document Type' under Project Milestones but the actual exempt status is Statutory Exemption (SE). SE was not listed as an option in the drop-down list.

There is no Right-of-Way phase proposed, as all Right-of-Way is within LA Metro's, Caltrans, or City jurisdictions existing Right-of-Way and no additional acquisition is required.

While the Project depends on all of the separate contracted components, LA Metro acknowledges the LPP-C funding will be applied to the bus shelters, solar lighting, terminal/layover, and zero emission bus charging infrastructure improvements only. No LPP-C funds are proposed for the transit signal priority component.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	788,223	725,165	63,058
			Hours per Capita	-192,064	0	-192,064
Throughput (Freight)	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	0	0	0
			# of Pedestrians	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	5.36	5.64	-0.28
			PM 10 Tons	5.36	5.64	-0.28
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	4,113	71,030	-66,917
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	2.63	-2.63
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.51	-0.51
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	1,102	-1,102
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	7.13	-7.13
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	0	0	0
	Optional	Number of Destinations Accessible by Mode	Number	0	0	0
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	362.4	0	362.4
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	4.36	0	4.36

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	NA	NA	
	Optional	Bridge Superstructure Rating	Rating	NA	NA	
	Optional	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	Optional	Number of Receptors	Number	0	0	0
	Optional	Properties Directly Benefited	Number	0	0	0
	Optional	Number of Decibels	Number	0	0	0
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				LP011E

Project Title  
 Southeast Los Angeles Transit Improvements Project (ZEB Charging)

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

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL			10,000					10,000	

Fund #1:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,750					2,750	
TOTAL			2,750					2,750	

Fund #2:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Notes Non-proportional spending allowed for this component.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,250					7,250	
TOTAL			7,250					7,250	

# **Southeast Los Angeles Transit Improvements Project**

## **SB1 LPP-Competitive Cycle 3 Project**

### **SB1 Project Baseline Agreement – Scope, Schedule, Costs, Benefits**

#### **LP011D - Scope, Schedule, Costs, Benefits**

Scope :-- The construction of civil works at bus termini/layovers at Norwalk, Artesia, and Compton Stations in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities.

Schedule :--

PA&ED (Environmental)	Begin = 06/01/2023	End = 12/01/2023
PS&E (Design)	Begin = 01/01/2024	End = 01/01/2025
ROW-Certification	Begin = 01/01/2024	End = 01/01/2025
Construction (Contract)	Begin = 06/30/2025	End = 12/30/2026

Costs (Funding) :-- Total = \$8M – FY 24/25 ; LPP-C = \$4M

Benefits/Outputs :-- Rail/Multi-Modal – Station Improvements = 3 each

#### **LP011E - Scope, Schedule, Costs, Benefits**

Scope :-- The purchase and installation of zero emission bus (ZEB) charging masts in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities in southeast Los Angeles County to improve bus service with speed and reliability infrastructure and enhanced customer amenities.

Schedule :--

PA&ED (Environmental)	Begin = 06/01/2023	End = 12/01/2023
PS&E (Design)	Begin = 01/01/2024	End = 01/01/2025
ROW-Certification	Begin = 01/01/2024	End = 01/01/2025
Construction (Contract)	Begin = 06/30/2025	End = 12/30/2026

Costs (Funding) :-- Total = \$10M (Local) – FY 24/25 ; LPP-C = \$7.25M  
{ non-proportional spending allowed }

Benefits/Outputs :-- Rail/Multi-Modal – Rail/Transit Equipment = 10 each

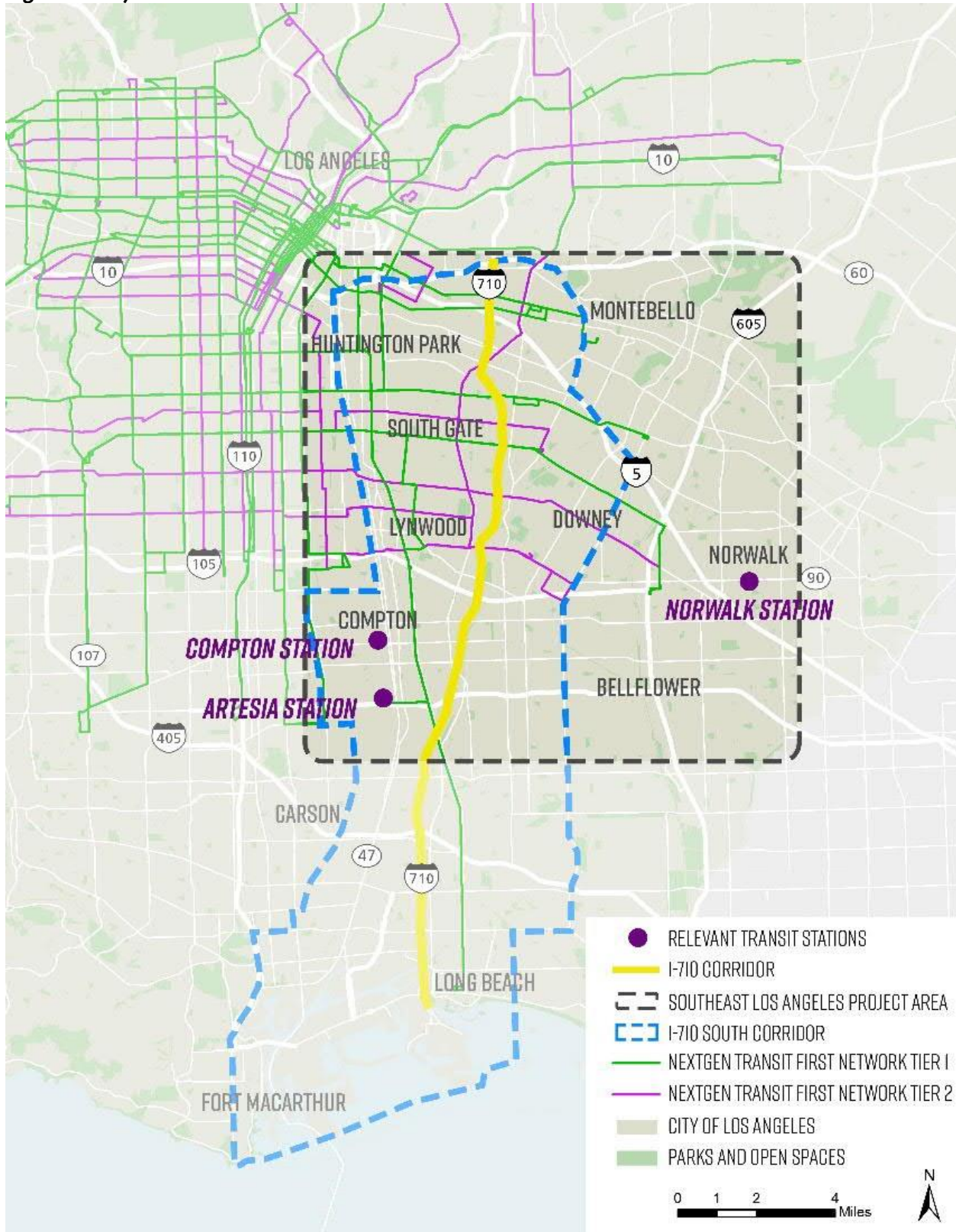
## PROJECT REPORT EQUIVALENT

**Project Title:** Southeast Los Angeles Transit Improvements Project

**Project Location Description** *(include route, postmiles, rail mile posts, address, intersections, etc.):*

The Los Angeles County Metropolitan Transportation Authority (LA Metro) Southeast Los Angeles Transit Improvements Project (SELA TIP) area stretches across multiple high frequency LA Metro NextGen Tier 1 and 2 bus line corridors throughout southeast Los Angeles County along the I-710 corridor (see Figure 1), a critical goods movement corridor that sustains the state's and nation's economies to the detriment of the corridor communities who have long suffered from health and mobility issues caused by growing congestion along and near the freeway. The exact locations of the waiting environment improvements will be determined in coordination with the Southeast Los Angeles cities where the corridors are located, based on bus stop existing conditions and needs.

Figure 1: Project Location





I, Tyrone Crump, Manager, Transportation Planning have been given full authority by Los Angeles County Metropolitan Transportation Authority to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

**Tyrone Crump** Digitally signed by Tyrone Crump  
Date: 2024.05.10 16:49:34 -07'00'

5/10/2024

Tyrone Crump

Date

Manager, Transportation Planning

Title

Los Angeles County Metropolitan Transportation Authority

Agency

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.

**Eva Moon** Digitally signed by: Eva Moon  
DN: CN = Eva Moon email = panmoone@metro.  
net C = US  
Date: 2024.05.13 11:49:42 -08'00'

Eva Moon, Project Manager

Date

**Joseph Forgiarini** Digitally signed by Joseph  
Forgiarini  
Date: 2024.05.13 10:35:21 -07'00'

Joe Forgiarini, Project Manager

Date

Los Angeles County Metropolitan Transportation Authority

Agency

## **Table of Contents**

1. Introduction
2. Background
3. Purpose and Need
4. Environmental Clearance Description
5. Considerations Requiring Discussion
6. Funding, Programming and Estimate
7. Delivery Schedule
8. Risks
9. External Agency Coordination
10. Additional Information
11. Attachments

**1. INTRODUCTION**

The Southeast Los Angeles Transit Improvements Project (SELA TIP) is comprised of transit improvements along multiple NextGen Tier 1 and 2 high frequency bus lines in key corridors serving Southeast Los Angeles County. These lines provide 10 minute or 15-minute bus service all day weekday throughout the I-710 South communities in southeast Los Angeles County. The I-710 South is a critical goods movement corridor that sustains the State of California and nation’s economies to the detriment of the corridor communities who have long suffered from health and mobility issues caused by growing congestion along and near the freeway. This proposed project will bring immediate and tangible benefits to corridor residents by improving bus service with bus speed and reliability infrastructure and enhanced customer amenities at bus stops on these key corridors.

Major project elements are as follows:

- PPNO LP011A: Expansion of Transit Signal Priority (TSP) to cover 114 intersections
- PPNO LP011B: New shelters plus electronic real time arrival solar-powered displays at 100 of the busiest bus stops that currently lack shelters in the project area
- PPNO LP011C: Bus stop solar light kits to upgrade 100 other bus stops that do not have shelters to improve lighting
- PPNO LP011D: Bus terminal/layover operational capacity and passenger amenity and improvements at Norwalk, Artesia, and Compton Station mobility hubs
- PPNO LP011E: 10 ZEB charging masts to support implementation of ZEB operations on Southeast LA area bus lines serving key terminals.

The corridor improvements will be available for shared use by other transit agencies. This Project makes a large investment in the reduction of GHG emissions through equipping transit terminals with ZEB charging equipment to help allow multiple transit lines to transition to zero emission battery electric bus operation on corridors that connect to the Metro A Line (Blue) and C Line (Green) light rail lines. This investment supports Metro’s comprehensive program for serving clean, safe, and sustainable communities with world-class zero emission service by 2030, supporting those many residents of Southeast Los Angeles who rely on transit for their daily mobility.

The Project is part of Metro’s commitment to creating an equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people that will foster clean air and sustainable communities for all residents, communities, and users in the corridor. It was prioritized for application for LPP-C funds by a task force of corridor residents, public health advocates, community-based organizations, subregional agencies, and elected offices. The Project’s improvements implement several of Metro’s programs and plans for transforming the speed and reliability, customer experience, and zero emission operations of bus service in Los Angeles County.

<b>Project Limit/Footprint</b>	District 7-Los Angeles County  The Los Angeles County Metropolitan Transportation Authority (LA Metro) Southeast Los Angeles Transit Improvements Project (SELA TIP) area stretches across multiple high frequency LA Metro NextGen Tier 1 and 2 bus
--------------------------------	--

	line corridors throughout southeast Los Angeles County along the I-710 corridor (see Figure 1), a critical goods movement corridor that sustains the state's and nation's economies to the detriment of the corridor communities who have long suffered from health and mobility issues caused by growing congestion along and near the freeway. The exact locations of the waiting environment improvements will be determined in coordination with the Southeast Los Angeles cities where the corridors are located, based on bus stop existing conditions and needs.
<b>Total Project Cost</b>	\$31,130,000
<b>Outputs</b>	<p>PPNO LP011A: Transit Signal Priority (TSP) at 114 intersections</p> <p>PPNO LP011B: 100 station improvements</p> <p>PPNO LP011C: 100 station improvements</p> <p>PPNO LP011D: 3 station improvements</p> <p>PPNO LP011E: 10 rail/transit equipment</p>
<b>Outcomes</b>	See Attachment C
<b>Environmental Determination or Document</b>	Statutory Exemption (SE)

## 2. BACKGROUND

The I-710 South Corridor is a 19-mile stretch of the I-710 Freeway, from East Los Angeles in the north to the Ports of Long Beach and Los Angeles in the south (see Figure 2). Connecting the ports with shipping and warehousing facilities in Southern California, this corridor is a goods movement corridor of national significance, as 40% of all waterborne or containerized imports into the United States come through the Ports of Long Beach and Los Angeles, which have become California's and America's loading docks. Metro has been studying ways to relieve congestion and improve safety along the I-710 South Corridor for more than two decades.



Today, challenges along the I-710 South Corridor not only remain but continue in many ways to further deteriorate. The Ports are seeing record imports, and many of these products are being trucked out, on the I-710 Freeway, creating even more congestion along and near the freeway, further exacerbating safety issues and worsening air quality for communities throughout the corridor.

Of the 1.2 million people who live along the I-710 South Corridor, nearly 1 million, or 83 percent, identify as Black or Hispanic. These residents face some of the worst air quality anywhere in the country, as the corridor accounts for 20% of all particulate emissions in Southern California. The I-710 South is known as the “diesel death zone” owing to very high levels of diesel pollutants within a quarter mile either side of the freeway. These high levels of pollutants have been linked to health challenges including decreased lung function, asthma, increased lung and heart disease symptoms, and chronic bronchitis in communities along the corridor, which also face longstanding disparities in health and access to healthcare. In addition, these communities are identified as disadvantaged and low-income under the state’s definitions and as Metro-defined Equity Focus Communities (EFCs) which are communities in Los Angeles County with the highest concentration of low-income households; Black, Indigenous, and other People of Color (BIPOC) residents; and households with no access to a car.

Beginning in mid-2021, Metro staff initiated a new process to reimagine the corridor, convening a Task Force comprised of stakeholders representing labor, the ports, local elected leadership, goods movement industry, and community-based organizations to ensure community-centered mobility options are developed for all who live, work, and visit the area. The Task Force includes a Community Leadership Committee (CLC) to help inform future project direction and decision making and an Equity Working Group (EWG), which includes Task Force and CLC members, that meets regularly to ensure that all aspects of the Task Force’s work and recommendations consider historical and current inequities and discuss solutions and decisions to maximize equitable outcomes.

Over the course of one year, Metro and the 710 Task Force met nearly monthly to establish a Vision Statement, Guiding Principles, and Goals and initiated the process to identify multimodal strategies, projects, and programs for the corridor, see Figure 3. With leadership and support from the Task Force, CLC, and EWG, Metro engaged community-based organizations and corridor residents to identify mobility needs. The types and number of engagement strategies are shown in Figure 4. This effort included an I-710 South Corridor mapping tool and survey between August 2 to October 31, 2022. The mapping and survey results showed strong community desire for transit improvements. Of the nearly 1,000 map comments collected through the mapping tool, 15% of comments were related to transit improvements including requests to increase bus frequency and reliability, see figure 5. When asked what type of projects, programs, or improvements they would most like to see implemented in the corridor, 54% of survey respondents chose transit improvements, see Figure 6. Survey respondents further specified what types of transit improvements they desire. Improved frequencies to reduce waiting times at bus/rail stations and improved amenities such as lighting and shelters were the top two selections. The Project responds to the community identified needs just described. For this reason and to provide immediate benefits to the community while the work continues to identify longer term improvements for the corridor, Metro pursued LPP-C funds for the project.

Figure 3: Metro – Vision, Mission, and Goals



Figure 4: Community Engagement

**28** CBO Engagement Events/*Eventos de CBO*

**18** Pop-up and Workshop Events/*Eventos emergentes y talleres*

<b>All Groups</b> <i>Todos grupos</i>	<b>Cultural Groups</b> <i>Grupos culturales</i>
<b>Senior Groups</b> <i>Grupos de personas mayores</i>	<b>Faith Based Groups</b> <i>Grupos basados en la fe</i>
<b>Labor Unions</b> <i>Los sindicatos</i>	<b>Student Groups</b> <i>Grupos de Estudiantes</i>

**4800** flyers in multiple languages distributed at *folletos distribuidos en varios idiomas*

**166** locations throughout the corridor *distribuidos en lugares clave a lo largo del corredor*



Figure 5: I-710 Corridor Public Engagement

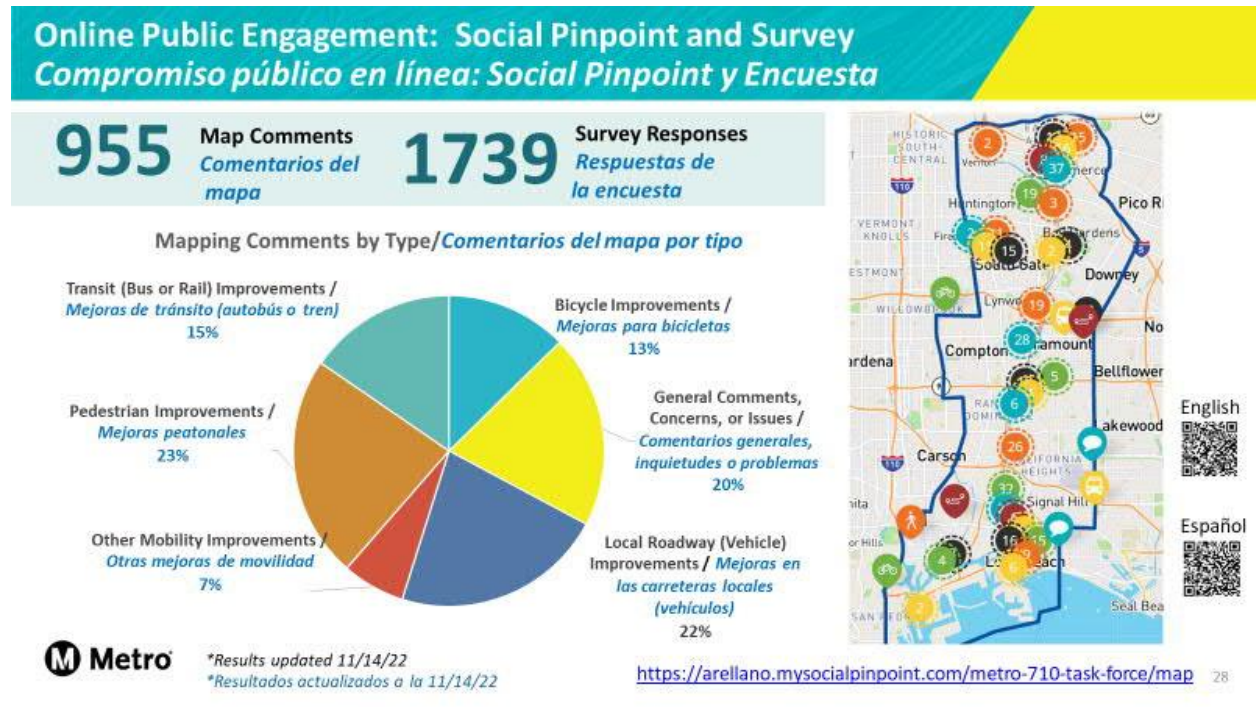
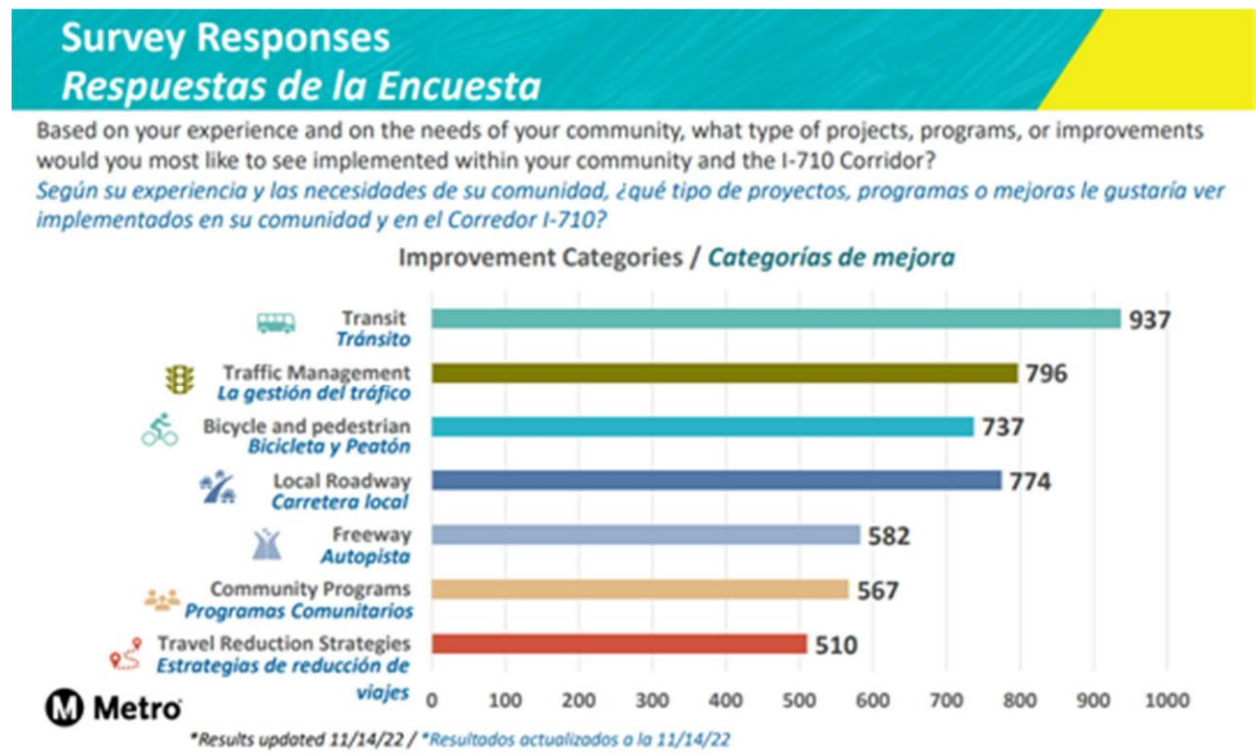


Figure 6: Survey Responses





With the LPP-C funds, LA Metro will improve transit service in the I-710 communities in southeast Los Angeles County through the implementation of speed, reliability, and customer experience improvements identified in Metro's NextGen Transit First Service Plan. These improvements include the following five elements:

**PPNO LP011A: Transit Signal Priority**

Metro will use a design-build contract for purchase, design, and installation of cloud-based transit signal priority (TSP) infrastructure on 114 intersections. TSP reduces trip time by shrinking dwell time at traffic signals for transit vehicles by extending green lights or shortening red lights, giving priority to transit vehicles approaching an intersection. The reduced dwell time contributes to faster and more reliable bus service, making travel times shorter and thereby making service more attractive to existing and potential new riders.

In LA County the coverage of TSP is incomplete, resulting in bus service that is more likely to be delayed in areas without TSP. Closing gaps in the TSP coverage network countywide contributes to more seamless operation of transit, speeding travel and offering more even distribution of transit benefits.

**PPNO LP011B: Bus Shelters**

Purchase and installation of 100 bus shelters plus real-time arrival electronic passenger information signs will be coordinated between Metro and various municipalities who are responsible for bus stops amenities within their jurisdiction. The same approach would apply for solar lighting at bus stops without shelters identified for this improvement due to lack of existing lighting. Multiple vendors may be involved in these purchases depending on existing arrangements Municipalities may have for provision of bus shelters. Shelters at the busiest bus stops will provide protection from the elements when waiting for the bus. Realtime passenger information will provide riders with more confidence when making their trip and supports equity by reducing the need for a smartphone to view real-time bus arrival and departure information.

**PPNO LP011C: Solar Light Upgrades**

Purchase and installation of 100 solar-powered lighting upgrades at bus stops without shelters. Upgrades to solar lighting at other bus stops provide more reliable lighting during the evening to enhance the perception of safety.

**PPNO LP011D: Terminal/Layover Improvements**

Construction of civil works at the bus termini/layovers at the Norwalk, Artesia, and Compton Station mobility hubs to increase and improve bus boarding/alighting bays and layover areas and improve passenger amenities. The bus/terminal layover improvements will increase and improve bus boarding/alighting bays and layover areas and improve passenger amenities. These operational and customer experience enhancements will be made at three mobility hubs (at Norwalk, Compton, and Artesia Stations) that connect users to the Metro Bus and Rail network as well as to other transit systems serving the region. As buses run more frequently, there is greater demand at these mobility hubs for bus boarding and alighting bays, as well as layover areas for buses beginning or terminating routes. When layover areas reach capacity, buses may need to layover in areas intended for passenger drop off, forcing passengers to alight farther from their desired transfer point to other bus or Metro Rail service. The proposed operational improvements and passenger amenities at these mobility hubs will improve access to multimodal transportation. Waiting environment improvements will increase the attractiveness of transit by making the experience of riding the bus more comfortable, more convenient, and safer.

### **PPNO LP011E: Zero Emission Bus Charging Infrastructure**

Purchase and installation of 10 ZEB charging masts to be installed at bus termini/layover areas at Norwalk, Artesia, or Compton Station mobility hubs. Metro would provide initial design concepts for these facilities. This Project makes a large investment in the reduction of GHG emissions through equipping transit terminals with ZEB charging equipment to help allow multiple transit lines to transition to zero emission battery electric bus operation on corridors that connect to the Metro A Line (Blue) and C Line (Green) light rail lines. This investment supports Metro's comprehensive program for serving clean, safe, and sustainable communities with world-class zero emission service by 2030, supporting those many residents of Southeast Los Angeles who rely on transit for their daily mobility.

Altogether, these improvements ensure that transit riders in the Project area have access to fast, reliable, and comfortable bus service with ease to make multimodal connections.

### **3. Purpose and NEED**

As identified through community engagement efforts during the I-710 public engagement process, the current accessibility issues and concerns in the project area focus on transit service, including bus speed, reliability, and customer experience including improved bus frequency and amenities. The Project will address these issues by improving access to fast, reliable, and comfortable bus stations and service.

In recent years, the primary contributor to slow bus speeds and poor schedule reliability has been growing traffic congestion on city streets. This congestion reduces the quality of bus service and disproportionately impacts low-income people who depend on the bus to access jobs, healthcare, and other important destinations. During the development of the NextGen Bus Plan, the public clearly told Metro that speeding up buses and improving reliability is the single most important step Metro can take to retain and grow ridership, increase the carrying capacity of local roadways, and shift regional travel patterns toward more efficient modes. The resulting NextGen Bus Plan was adopted by the Metro Board in October 2020. The Plan includes improvements that would speed up buses, double the number of frequent Metro bus lines; provide more than 80% of current bus riders with 15-minute or better frequency (compared with 48% of riders previously); create an all-day, everyday frequent service; ensure a one-quarter mile walk to a bus stop for 99% of current riders; and create a more comfortable and safer waiting environment. Key components of the Plan have been implemented between December 2020 and December 2021, including establishing a set of bus service higher frequency tiers. Additional bus speed and reliability and passenger amenity improvements remain to be implemented, including TSP, as proposed in this project, to ensure that Southeast Los Angeles residents can reliably and comfortably access the Tier 1 and Tier 2 bus services they need to get to key destinations within and beyond the project area.

**Access to Multimodal Choices.** Also identified during community engagement efforts, were the issues and concerns in the project area call for improving the customer experience with improved bus frequency and amenities. The Project will provide access to higher-frequency and more reliable service, allowing more modal choices through: Transit Signal Priority (TSP), bus/terminal layover improvements, and waiting environment improvements. TSP reduces trip time by shrinking dwell time at traffic signals for transit vehicles by extending green lights giving priority to transit vehicles approaching a signalized intersection. The reduced dwell time contributes to faster and more reliable bus service, making travel times shorter and thereby making service more attractive to existing and potential new riders. The bus/terminal layover improvements will increase and improve bus boarding/alighting bays and layover areas and improve passenger amenities. These operational and

customer experience enhancements will be made at three mobility hubs (at Norwalk, Compton, and Artesia Stations) that connect users to the Metro Bus and Rail network as well as to other transit systems serving the region. As buses run more frequently, there is greater demand at these mobility hubs for bus boarding and alighting bays, as well as layover areas for buses beginning or terminating routes. When layover areas reach capacity, buses may need to layover in areas intended for passenger drop off, forcing passengers to alight farther from their desired transfer point to other bus or Metro Rail service. The proposed operational improvements and passenger amenities at these mobility hubs will improve access to multimodal transportation. Waiting environment improvements will increase the attractiveness of transit by making the experience of riding the bus more comfortable, more convenient, and safer. Shelters at the busiest bus stops will provide protection from the elements when waiting for the bus. Realtime passenger information will provide riders with more confidence when making their trip and supports equity by reducing the need for a smartphone to view real-time bus arrival and departure information. Upgrades to solar lighting at other bus stops provides more reliable lighting during the evening to enhance the perception of safety. Altogether, these improvements ensure that transit riders in the Project area have access to fast, reliable, and comfortable bus service with ease to make multimodal connections.

**Gap Closure.** In LA County the coverage of TSP is incomplete, resulting in bus service that is more likely to be delayed in areas without TSP. Closing gaps in the TSP coverage network countywide contributes to more seamless operation of transit, speeding travel and offering more even distribution of transit benefits.

**Connectivity.** By improving the speed, reliability, and customer experience of the bus network, the Project will enhance the connection experience at three key transit centers and improve the ability to connect to numerous employment centers, education, retail, medical, and residential locations throughout the project corridor and Los Angeles metropolitan area.

**Air Quality and GHGs.** The Project bus speed and reliability and passenger amenity improvements are expected to reduce greenhouse gas and vehicle emissions through investments in electric charging infrastructure to support the transition from conventional CNG vehicles to battery electric buses (BEB). Emissions reductions support state and regional climate goals of the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and state regulations including the September 2019 State Executive Order N-19-19.

The reduced emissions resulting from the shift from CNG to BEBs are specific to the on-route charging period assumed to be 15 minutes per bus per layover. With the project improvements the energy used to charge the buses is assumed to be sourced from the grid and will offset the equivalent requirements for CNG to support the same number of operating miles. As a result of transitioning from CNG to BEB, the carbon dioxide, nitrogen oxide, oxides, particulate matter, and volatile organic compounds emissions related to those equivalent miles of operation

**Safety.** Apart from roadway safety, Metro customers indicate that safety and security, including perceived safety, are crucial to the experience of using the bus and choosing to ride the bus among other travel options. Metro's study on How Women Travel indicates that women can feel less safe waiting for the bus than they do onboard. Through TSP, the Project will decrease wait times due to faster and more reliable transit service thereby limiting any unsafe experiences. In addition, the proposed customer experience passenger amenities will enhance passenger safety and security by providing new shelters and lighting at up to 100 locations each. This investment enhances safety and

security for those riders who travel in early morning and evening/late night hours throughout the Southeast Los Angeles region, and during periods of inclement weather conditions.

Due to lack of data availability for safety incidents at individual stops to be improved through this project, the safety benefits have not been quantified for this application. As such, no safety performance measures are proposed.

**System Preservation.** The Project will improve the operations of existing street infrastructure by increasing person throughput. Additionally, the speed improvements resulting from the TSP element of the Project will allow Metro and other transit operators to serve as many or more passengers with the same number of buses, increasing operational efficiency and improving utilization of existing resources. Current conditions on the transportation system will improve through the implementation of transit- preferential infrastructure. TSP will increase bus line average operating speeds, reducing travel times for users of all modes on the corridor but most importantly for bus riders. The resulting system will benefit from increased throughput of bus riders, as the increased operating speeds will make buses a more appealing mobility choice.

**Transportation, Land Use, and Housing Goals.** SCAG's RTP/SCS, Connect SoCal, includes several goals including:

1. Improve mobility, accessibility, reliability, and travel safety for people and goods
2. Enhance the preservation, security, and resilience of the regional transportation system
3. Increase person and goods movement and travel choices within the transportation system
4. Reduce greenhouse gas emissions and improve air quality
5. Leverage new transportation technologies and data-driven solutions that result in more efficient travel

The Project advances these Connect SoCal goals by implementing the plan's recommended Sustainable Communities Strategies and Transportation Strategies and does so in Priority Growth Areas which the plan identifies as locations where the plan's proposed strategies can be fully realized to accelerate progress towards regional goals.

One of the Sustainable Communities Strategies from Connect SoCal is to Focus Growth Near Destinations and Mobility Options. The Project implements this strategy by making speed, reliability, and customer experience improvements that will encourage the use of transportation options that reduce the reliance on and number of solo car trips. Improving the bus network in the Southeast Los Angeles region will provide a high-quality mobility option that is able to serve growth. Another strategy is to Leverage Technology Innovations. The Project implements this strategy with the ZEB charging masts and cloud-based TSP. The ZEB charging masts supports eventual full fleet transition to ZEBs by ensuring reliable on-route fueling opportunities. TSP is transit infrastructure that enables priority for low emission modes such as bus.

One of the Transportation Strategies from Connect SoCal is to Preserve and Optimize Our Current System. The Project implements this strategy by improving bus speed and reliability through TSP. Without adding additional revenue service hours, Metro will be able to serve more riders faster due to reduced bus dwell times enabled by TSP.

The Project implements these strategies in Priority Growth Areas which are typically the dense mixed residential and commercial uses along the Tier 1 and 2 network in Southeast Los Angeles where Project improvements are proposed. The dense and intense development patterns of Priority Growth

Areas are made viable by the availability of high-quality transit such as Metro’s bus system. They also offer a high proportion of affordable housing and employment opportunities that demand equitable access. Priority Growth Areas include Livable Corridors and High-Quality Transit Areas.

Livable Corridors are major roads that feature a mix of housing and commercial development. The proposed set of speed and reliability improvements to Metro’s and other bus systems similarly support the Livable Corridors strategy, which encourages local jurisdictions to plan and zone for increased density at nodes along key corridors. A key component of the Livable Corridors strategy is Transit Improvements on “corridors that have been identified as candidates for onstreet, dedicated lane Bus Rapid Transit (BRT) or semi-dedicated “BRT-lite” transit. Other corridors have the potential to support features that improve the user experience and bus performance, including enhanced bus shelters, real-time travel information, off-bus ticketing, all-door boarding and longer distances between stops to increase speeds.” All elements of the Project advance the Livable Corridors Strategy.

High Quality Transit Areas (HQTAs) are corridor-focused Priority Growth Areas within one half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours. HQTAs are places where vibrant Transit Oriented Development can be realized and are a cornerstone of land use planning best practice in the SCAG region.

HQTAs represent under 3 percent of the region’s acreage but are projected to be home to over 51 percent of new households between 2016 and 2045. Infrastructure investments such as this Project that support walkable, compact communities that integrate land use and transportation planning for a better functioning-built environment are essential within HQTAs. SCAG also calls for investment in Transit Backbones - major corridors at the center of transit-oriented communities. Transit oriented communities concentrate on housing density and intensity, putting people closer to jobs and to transit, thereby diminishing reliance on the car. The Project will make such communities more viable.

**Vehicle-Miles Traveled.** The improvements in bus service travel time and improvements to waiting areas are expected to help attract new riders by being more time competitive, safe, and comfortable. These improvements will encourage riders to choose transit thereby reducing vehicle miles traveled. However, this application did not monetize any VMT reduction, and is not proposing a VMT performance measure.

**4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)**

The environmental document is a Statutory Exemption (SE) and was completed on December 28, 2023. The Notice of Exemption (NOE) is included as Attachment A.

**5. CONSIDERATIONS REQUIRING DISCUSSION (if not applicable, state N/A and justification)**

**5A. Hazardous Waste**

There are no known or recorded uses that would lead to knowledge of hazardous waste being encountered.

**5B. Value Analysis**

No formal value analysis was completed for this project.

**5C. Resource Conservation**

There are no plans.

**5D. Right-of-Way Issues**

There is no Right-of-Way phase proposed, as all Right-of-Way is within Metro’s, Caltrans, or City jurisdictions existing Right-of-Way and no additional acquisition is required.

**5E. Environmental Compliance**

As noted above, the project has been determined to be exempt. Below are the reasons why the project is exempt:

The Project falls within the provisions of Senate Bill [SB] 922 Exemption-added January 1, 2023) which establishes statutory exemptions (SEs) from its provisions for certain types of projects. The Project improvements fall within the exemptions described in Public Resources Code Section 21080.25(a)(11) "Transit prioritization projects". A Notice of Exemption for the project has been filed with the Los Angeles County Registrar’s Office.

**5F. Air Quality Conformity**

No. The project is exempt.

**5G. Title VI Considerations**

The implementing agency adheres to Title VI in its procurement practices.

**5H. Noise Abatement Decision Report**

No. No noise impacts are anticipated as a result of this project.

**6. FUNDING, PROGRAMMING AND ESTIMATE**

Funding

The table below presents the overall project’s funding for all phases in year of expenditure. For the TSP element of the project which will be delivered using the design-build method, the cost for design and construction (PSE and CON) are combined in construction.

Phase	Fiscal Year of Allocation	Amount (\$000s)	Funding Source	Committed or Uncommitted
PAED	n/a	\$ -	n/a	n/a
PSE	FY 25	Included in CON	n/a	n/a
ROW	n/a	\$ -	n/a	n/a
CON	FY 25	\$ 16,630	Local (Match)	Committed
	FY 25	\$ 14,500	LPP-C	Committed
<b>TOTAL</b>		<b>\$ 31,130</b>		

The Project will leverage above the required 1:1 match by providing \$16,630,000 in local funds – a 53.4% match. Specifically, Metro will allocate the funding as follows:

District 7 – Los Angeles County  
 Planning Program Number (PPNO): LP011A, LP011B, LP011C, LP011D, LP011E,  
 Local Partnership Program - Competitive (LPP-C)  
 April 2024

Project	Project Description	Total Project Cost	LPP-C	Local (Match)	Comment
LP011A	Transit Signal Priority	\$ 6,630	\$ -	\$ 6,630	No LPP-C
LP011B	Bus Shelters	\$ 6,000	\$ 3,000	\$ 3,000	1:1 match
LP011C	Solar Light Upgrades	\$ 500	\$ 250	\$ 250	1:1 match
LP011D	Terminal/Layover Improvements	\$ 8,000	\$ 4,000	\$ 4,000	1:1 match
LP011E	Zero Emission Bus Charging Infrastructure	\$ 10,000	\$ 7,250	\$ 2,750	Non-Proportional Spending
<b>Totals (\$)</b>		<b>\$ 31,130</b>	<b>\$ 14,500</b>	<b>\$ 16,630</b>	
<b>Totals (%)</b>		<b>100.0%</b>	<b>46.6%</b>	<b>53.4%</b>	

*Amounts above are in 000s*

**Cost Overruns.** Metro has a long history of successful delivery of State-funded Projects. We have a breadth of experience in handling major infrastructure Projects of this scale, and larger. We have the resources and expertise to deliver this Project using the awarded state funds. We are committed to using our own resources if necessary to address any cost overruns in accordance with LPP Guidelines.

**Contracts.** The project will be delivered across five contracts, one per functional element, requiring separate allocations of construction funds. One exception is the TSP element which will not be delivered using any of the requested LPP-C funds so will not require a construction allocation.

**Federal Discretionary Grant Funds.** There has been no commitment of nor application for federal discretionary grant funds at the time of this baseline agreement.





District 7 – Los Angeles County  
 Planning Program Number (PPNO): LP011A, LP011B, LP011C, LP011D, LP011E,  
 Local Partnership Program - Competitive (LPP-C)  
 April 2024

*PPNO LP011B: Bus Shelters*

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	\$ -
PS&E	-	-	-	-	-	-	-	\$ -
ROW	-	-	-	-	-	-	-	\$ -
CON	-	-	3,000,000	-	-	-	-	\$ 3,000,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,000,000</b>
Fund #2	LPP-C							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	\$ -
PS&E	-	-	-	-	-	-	-	\$ -
ROW	-	-	-	-	-	-	-	\$ -
CON	-	-	3,000,000	-	-	-	-	\$ 3,000,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,000,000</b>
								<b>Project Component Total \$ 6,000,000</b>

*PPNO LP011C: Solar Light Upgrades*

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	\$ -
PS&E	-	-	-	-	-	-	-	\$ -
ROW	-	-	-	-	-	-	-	\$ -
CON	-	-	250,000	-	-	-	-	\$ 250,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>
Fund #2	LPP-C							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	\$ -
PS&E	-	-	-	-	-	-	-	\$ -
ROW	-	-	-	-	-	-	-	\$ -
CON	-	-	250,000	-	-	-	-	\$ 250,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>
								<b>Project Component Total \$ 500,000</b>

District 7 – Los Angeles County  
 Planning Program Number (PPNO): LP011A, LP011B, LP011C, LP011D, LP011E,  
 Local Partnership Program - Competitive (LPP-C)  
 April 2024

*PPNO LP011D: Termini/Layover Improvements*

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	\$ -
PS&E	-	-	-	-	-	-	-	\$ -
ROW	-	-	-	-	-	-	-	\$ -
CON	-	-	4,000,000	-	-	-	-	\$ 4,000,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,000,000</b>

Fund #2	LPP-C							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	\$ -
PS&E	-	-	-	-	-	-	-	\$ -
ROW	-	-	-	-	-	-	-	\$ -
CON	-	-	4,000,000	-	-	-	-	\$ 4,000,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,000,000</b>

<b>Project Component Total</b>								<b>\$ 8,000,000</b>
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*PPNO LP011E: Zero Emission Bus Charging Infrastructure*

Fund #1	Local Funds - Local Transportation Funds							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	\$ -
PS&E	-	-	-	-	-	-	-	\$ -
ROW	-	-	-	-	-	-	-	\$ -
CON	-	-	2,750,000	-	-	-	-	\$ 2,750,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,750,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,750,000</b>

Fund #2	LPP-C							
Phase	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Total
PAED	-	-	-	-	-	-	-	\$ -
PS&E	-	-	-	-	-	-	-	\$ -
ROW	-	-	-	-	-	-	-	\$ -
CON	-	-	7,250,000	-	-	-	-	\$ 7,250,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,250,000</b>

<b>Project Component Total</b>								<b>\$ 10,000,000</b>
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## 7. DELIVERY SCHEDULE

### *PPNO LP011A: Transit Signal Priority*

Project Milestone	Milestone Designation (Target/Actual)	Approved (per Application)
<b>Project Study Report Approved</b>		
Begin Environmental (PA&ED) Phase	Target	6/1/2023
Circulate Draft Environmental Document	Target	6/1/2023
Draft Project Report	Target	6/1/2023
End Environmental Phase (PA&ED Milestone)	Target	7/1/2023
Begin Design (PS&E) Phase	Target	12/1/2024
End Design Phase (Ready to List for Advertisement Milestone)	Target	6/1/2026
Begin Right of Way Phase	Target	11/1/2024
End Right of Way Phase (Right of Way Certification Milestone)	Target	11/30/2024
Begin Construction Phase (Contract Award Milestone)	Target	7/1/2026
End Construction Phase (Construction Contract Acceptance Milestone)	Target	12/1/2027
Begin Closeout Phase	Target	1/1/2028
End Closeout Phase (Closeout Report)	Target	6/1/2028

### *PPNO LP011B: Bus Shelters*

Project Milestone	Milestone Designation (Target/Actual)	Approved (per Application)
<b>Project Study Report Approved</b>		
Begin Environmental (PA&ED) Phase	Target	6/1/2023
Circulate Draft Environmental Document	Target	6/1/2023
Draft Project Report	Target	6/1/2023
End Environmental Phase (PA&ED Milestone)	Target	7/1/2023
Begin Design (PS&E) Phase	Target	7/2/2023
End Design Phase (Ready to List for Advertisement Milestone)	Target	1/31/2025
Begin Right of Way Phase	Target	7/2/2023
End Right of Way Phase (Right of Way Certification Milestone)	Target	1/31/2025
Begin Construction Phase (Contract Award Milestone)	Target	4/1/2025
End Construction Phase (Construction Contract Acceptance Milestone)	Target	9/1/2027
Begin Closeout Phase	Target	9/2/2027
End Closeout Phase (Closeout Report)	Target	2/28/2028

District 7 – Los Angeles County  
 Planning Program Number (PPNO): LP011A, LP011B, LP011C, LP011D, LP011E,  
 Local Partnership Program - Competitive (LPP-C)  
 April 2024

*PPNO LP011C: Solar Light Upgrades*

Project Milestone	Milestone Designation (Target/Actual)	Approved (per Application)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	Target	6/1/2023
Circulate Draft Environmental Document	Target	6/1/2023
Draft Project Report	Target	6/1/2023
End Environmental Phase (PA&ED Milestone)	Target	7/1/2023
Begin Design (PS&E) Phase	Target	7/2/2023
End Design Phase (Ready to List for Advertisement Milestone)	Target	8/2/2024
Begin Right of Way Phase	Target	7/2/2023
End Right of Way Phase (Right of Way Certification Milestone)	Target	8/2/2024
Begin Construction Phase (Contract Award Milestone)	Target	12/1/2024
End Construction Phase (Construction Contract Acceptance Milestone)	Target	6/30/2026
Begin Closeout Phase	Target	7/1/2026
End Closeout Phase (Closeout Report)	Target	12/31/2026

*PPNO LP011D: Termini/Layover Improvements*

Project Milestone	Milestone Designation (Target/Actual)	Approved (per Application)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	Target	6/1/2023
Circulate Draft Environmental Document	Target	6/1/2023
Draft Project Report	Target	6/1/2023
End Environmental Phase (PA&ED Milestone)	Target	12/1/2023
Begin Design (PS&E) Phase	Target	1/1/2024
End Design Phase (Ready to List for Advertisement Milestone)	Target	1/1/2025
Begin Right of Way Phase	Target	1/1/2024
End Right of Way Phase (Right of Way Certification Milestone)	Target	1/1/2025
Begin Construction Phase (Contract Award Milestone)	Target	6/30/2025
End Construction Phase (Construction Contract Acceptance Milestone)	Target	12/30/2026
Begin Closeout Phase	Target	1/1/2027
End Closeout Phase (Closeout Report)	Target	6/1/2027

*PPNO LP011E: Zero Emission Bus Charging Infrastructure*

Project Milestone	Milestone Designation (Target/Actual)	Approved (per Application)
<b>Project Study Report Approved</b>		
<b>Begin Environmental (PA&amp;ED) Phase</b>	Target	6/1/2023
<b>Circulate Draft Environmental Document</b>	Target	6/1/2023
<b>Draft Project Report</b>	Target	6/1/2023
<b>End Environmental Phase (PA&amp;ED Milestone)</b>	Target	12/1/2023
<b>Begin Design (PS&amp;E) Phase</b>	Target	1/1/2024
<b>End Design Phase (Ready to List for Advertisement Milestone)</b>	Target	1/1/2025
<b>Begin Right of Way Phase</b>	Target	1/1/2024
<b>End Right of Way Phase (Right of Way Certification Milestone)</b>	Target	1/1/2025
<b>Begin Construction Phase (Contract Award Milestone)</b>	Target	6/30/2025
<b>End Construction Phase (Construction Contract Acceptance Milestone)</b>	Target	12/30/2026
<b>Begin Closeout Phase</b>	Target	1/1/2027
<b>End Closeout Phase (Closeout Report)</b>	Target	6/1/2027

**8. RISKS**

Schedule/Schedule Risks

The Project is ready to move forward. Metro understands that all major transportation capital projects include a level of risk and takes pride in fully assessing and addressing any potential risks associated with its projects before it begins construction. Metro also understands the reporting requirements and financial best practices associated with state grant funding. Furthermore, Metro has its own significant financial stake in the Project and has taken necessary precautions to ensure that it is completed on time and within budget.

There are no risks delivering the Project associated with right-of-way, as no acquisitions are required for the Project. There is potential for schedule delay if coordination with municipalities on the location of bus shelter and amenity improvements is prolonged. There is also potential for schedule delay if coordination with Caltrans is prolonged for the terminal/layover improvements at Norwalk Station mobility hub (which resides on Caltrans property). However, these risks can be mitigated as Metro has extensive experience delivering these kinds of projects and has a good working relationship with the various municipalities that will be involved in the implementation of all aspects of the Project involving infrastructure on Southeast Los Angeles streets, as well as Caltrans.

Other Potential Risks

Metro has a long history of successful delivery of State-funded Projects. The agency has a breadth of experience in handling major infrastructure projects of this scale, and larger. We have the resources and expertise to deliver this Project using the awarded state funds.

**9. EXTERNAL AGENCY COORDINATION (anticipated agreements)**

The exact locations of the waiting environment improvements will be determined in coordination with the Southeast Los Angeles cities where the corridors are located, based on bus stop existing conditions and needs.

The terminal/layover at Norwalk Station mobility hub is on Caltrans right-of-way. Metro will cooperate with Caltrans on implementation of this element of the project.

**10. ADDITIONAL INFORMATION**

No additional project specific information has been identified.

**11. ATTACHMENTS (Number of Pages)**

List attachments with the number of pages, such as:

- A. Approved Environmental Document (54)
- B. Engineers Estimate (1)
- C. Outcomes (1)
- D. Programming Document (9)
- E. Performance Metrics (3)

# Notice of Exemption

Appendix E

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

From: (Public Agency): Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza, Los Angeles, CA 90012

County Clerk  
County of: Los Angeles  
12400 Imperial Highway  
Norwalk, CA 90650

(Address)

Project Title: Southeast Los Angeles Transit Improvements Project (SELA TIP)

Project Applicant: Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location - Specific:  
Along the 710 South Corridor, within the Cities of Norwalk, Artesia, and Compton.

Project Location - City: Norwalk, Artesia, and Compton, Los Angeles Project Location - County: Los Angeles

### Description of Nature, Purpose and Beneficiaries of Project:

Metro is proposing the Southeast Los Angeles Transit Improvements Project (SELA TIP). This project would provide the following: installation of cloud-based TSP infrastructure, installation of bus shelters plus real-time electronic passenger information signs, installation of solar-powered lighting upgrades at bus stops without shelters, installation of zero-emission bus charging masts at bus terminus/layover areas at Norwalk, Artesia, and Compton Station mobility hubs, an increase and improved bus boarding/alighting bays and layover areas and improved passenger amenities at the Norwalk, Artesia, and Compton Station, and Zero Emission Bus (ZEB) charging stations and terminal/layover improvements.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Los Angeles County Metropolitan Transportation Authority

### Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: \_\_\_\_\_
- Statutory Exemptions. State code number: Public Resources Code Sections 21080.25(a)(11)

### Reasons why project is exempt:

The Project falls within the provisions of Senate Bill [SB] 922 Exemption—added January 1, 2023 which establishes statutory exemptions (SEs) from its provisions for certain types of projects. The Project improvements fall within the exemptions described in Public Resources Code Section 21080.25(a)(11) "Transit prioritization projects".

Lead Agency  
Contact Person: Tom Kefalas Area Code/Telephone/Extension: (213)418-3370

### If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 11/27/23 Title: TO, EST

Signed by Lead Agency      Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: \_\_\_\_\_

THIS NOTICE WAS POSTED

ON November 28 2023

UNTIL December 28 2023

REGISTRAR—RECORDER/COUNTY CLERK



FILED  
Nov 28 2023

Revised 2011

Dean C. Logan, Registrar—Recorder/County Clerk

Electronically signed by HEIDI VALTIERRA



This is a true and certified copy of the record  
if it bears the seal, imprinted in purple ink,  
of the Registrar-Recorder/County Clerk

NOV 28 2023

*Deane C. Loren* REGISTRAR-RECORDER/COUNTY CLERK  
LOS ANGELES COUNTY, CALIFORNIA




# Engineer's Estimate

## Project Information:

<b>Agency:</b>	Los Angeles County Metropolitan Transportation Authority	<b>Date:</b>	4/23/2024
<b>Project Description:</b>	Southeast Los Angeles Transit Improvements Project (SELA TIP) - Transit Signal Priority (TSP) only		
<b>Project Location:</b>	Multiple Metro NextGen Tier One and Tier Two bus line corridors throughout southeast Los Angeles County along the I-710 corridor.		
<b>Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:</b>	James Shahamiri	<b>License #:</b>	C79119
		<b>Expiration:</b>	3/31/2026

## Engineer's Estimate and Cost Breakdown:

Project Component Costs:					Cost Breakdown			
					LPP-C Eligible Costs/Items		LPP-C Ineligible Costs/Items	
Item No.	Item	Quantity	Unit Cost	Total Item Cost	%	\$	%	\$
<b>Metro Labor</b>								
1	Transit Signal Priority (TSP)	1	\$ -	\$ -	0.0%	\$ -	100.0%	\$ -
<b>Non-Metro Labor (i.e. Services/Materials/Equipment/Supplies/etc.)</b>								
1	Transit Signal Priority (TSP)	1	\$ 6,630,000	\$ 6,630,000	0.0%	\$ -	100.0%	\$ 6,630,000
<b>Total Project Component Cost:</b>				<b>\$ 6,630,000</b>		<b>\$ -</b>		<b>\$ 6,630,000</b>


 Digitally signed by  
 James Shahamiri  
 Date: 2024.04.23  
 13:22:52 -07'00'  
 ENGINEER'S SIGNATURE      DATE

**Environmental Benefits**

The Project bus speed and reliability and passenger amenity improvements are expected to reduce greenhouse gas and vehicle emissions through investments in electric charging infrastructure to support the transition from conventional CNG vehicles to battery electric buses (BEB). Emissions reductions support state and regional climate goals of the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and state regulations including the September 2019 State Executive Order N-19-19.

The reduced emissions resulting from the shift from CNG to BEBs are specific to the on-route charging period assumed to be 15 minutes per bus per layover. With the project improvements the energy used to charge the buses is assumed to be sourced from the grid and will offset the equivalent requirements for CNG to support the same number of operating miles. As a result of transitioning from CNG to BEB, the carbon dioxide, nitrogen oxide, oxides, particulate matter, and volatile organic compounds emissions related to those equivalent miles of operation (see table below).

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Air Quality and Greenhouse Gases	Particulate Matter (PM 10, incl PM 2.5)	All	5.36	5.64	(0.3)	decrease
	Carbon Dioxide (CO2)		4,113	71,030	(66,917)	decrease
	Volatile Organic Compounds (VOC)		-	2.63	(2.6)	decrease
	Sulphur Oxides (SOx)		-	0.51	(0.5)	decrease
	Carbon Monoxide (CO)		-	1,102	(1,102)	decrease
	Nitrogen Oxides (NOx)		-	7.13	(7.1)	decrease

**Benefit Cost Analysis**

The SELA TIP is expected to generate \$184.0 M in undiscounted 2021-dollar benefits from 2026 through 2045, inclusive of the offsetting net increases in rehabilitation and replacement (R&R) costs. At a 4 percent real discount rate, these total benefits are \$105.1 M. The key benefits of the SELA TIP Project are derived from transit signal prioritization, waiting environment improvements, including covered bus-stops and real-time arrival information, and supporting the transition of LA Metro’s bus fleet from CNG to zero-emissions BEBs through installation of ZEB charging masts. Primary benefits include travel time savings, improved quality of stations and direct user benefits and the reduction in vehicle fueling costs as well reductions in vehicle emissions and upstream greenhouse gas emissions with the transition to a cleaner fuel source. Overall, the project benefits are anticipated to exceed the project costs. This leads to an overall project discounted Net Present Value of \$81.1 M and a Benefit Cost Ratio (BCR) of 4.37.

District 7 – Los Angeles County  
 Planning Program Number (PPNO): LP011A, LP011B, LP011C, LP011D, LP011E,  
 Local Partnership Program - Competitive (LPP-C)  
 April 2024

Benefit Cost Analysis Variable	VALUES (IN DISCOUNTED 2021 DOLLARS)
Travel Time Savings – Transit (in-vehicle)	\$36,145,793
Travel Time Savings - Bus Drivers	\$26,283,803
Emissions - NOX	\$286,755
Emissions - PM10	\$90,970
Emissions - VOC	\$6,560
Emissions - CO2	\$2,439,015
Emissions - SO	\$63,575
Emissions - CO	\$123,805
Facility Improvements - Bus Stop	\$35,286,687
<b>Total General Benefits</b>	<b>\$100,726,963</b>
Residual Value	\$3,809,985
Net Operating & Maintenance Costs	\$5,301,279
Net Repair & Replacement Costs	(\$4,743,705)
<b>Total Cost Related Benefits</b>	<b>\$4,367,559</b>
<b>Total Benefits</b>	<b>\$105,094,522</b>
<b>Total Capital Costs</b>	<b>\$24,028,245</b>
<b>Benefit Cost Ratio</b>	<b>4.37</b>

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 28-29, 2023

From: TANISHA TAYLOR, Interim Executive Director

Reference Number: 4.6, Action

Prepared By: Leishara Ward  
Associate Deputy Director

Published Date: June 16, 2023

Subject: 2022 Local Partnership Competitive Program Adoption – Program of Projects,  
Resolution G-23-47

## **Recommendation:**

Staff recommends the California Transportation Commission (Commission) adopt the 2022 Local Partnership Competitive Program, as presented in Attachment B and consistent with the Resolution G-23-47 (Attachment A).

## **Issue:**

The Commission established the 2022 Local Partnership Competitive Program as a two-year, \$144 million program across fiscal years 2023-24 through 2024-25. The 2022 Local Partnership Competitive Program proposes 11 projects for a total of \$142,453,000 in funding with a combined total project cost of approximately \$610 million.

The 2020 Local Partnership Competitive Program was over-programmed by \$25,800,000. It received redistributed set-aside Incentive funds totaling \$12,000,000 for fiscal years 2020-21 and 2021-22, leaving a remaining over-programmed amount of \$13,800,000. The 2020 Local Partnership Competitive Program over-programming amount will be deducted from the 2022 Local Partnership Competitive Program, leaving a balance of \$130,200,000 for the 2022 Local Partnership Competitive Program. Staff anticipates that the redistribution of \$6,000,000 from set-aside Incentive funds from fiscal year 2022-23 will be redistributed in August 2023 and increase the available funding capacity for the 2022 Local Partnership Competitive Program to the final amount of \$136,200,000.

Therefore, the recommended 2022 Program of Projects includes an over-programmed amount of \$6,253,000, to be funded with future unused Incentive funds that are set-aside each fiscal year, if available or project cost savings generated over the two-year program. The anticipated, unused Incentive funding available for fiscal year 2023-24 is \$8,000,000, which could be redistributed to the 2022 Local Partnership Competitive Program in August 2024. Any remaining over-programmed amount by the end of fiscal year 2024-25 will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle.

The recommended Program of Projects includes a variety of project types that collectively will enhance and maintain roadways, including: the construction of a roundabout and replacement of a highway interchange; construction of active transportation and complete street improvements; construction of bridge improvements; improvements to bus and rail public transit; implementation of traffic management system enhancements; and rehabilitation of local road infrastructure.

The recommended Program of Projects was posted on the Commission's website on June 8, 2023, and is included in the book item as Attachment B.

#### Development of Staff Recommendations

The Commission received 37 project nominations seeking a total of \$560.3 million in 2022 Local Partnership Competitive Program funds.

Evaluation teams consisting of Commission and Caltrans staff reviewed project nominations based on the screening and evaluation criteria set forth in the Commission's adopted 2022 Local Partnership Competitive Program Guidelines. In addition, applications were reviewed by the Department of Housing and Community Development staff for the Transportation, Land Use and Housing criteria, as well as members of the Interagency Equity Advisory Committee for the Community Engagement evaluation criteria. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the application package including the required performance metrics outlined in the program guidelines.

The 11 projects recommended in the Program of Projects were determined to best address the criteria outlined in the guidelines and are anticipated to provide the following benefits:

- Reduce thousands of vehicle miles traveled
- Reduce thousands of tons of greenhouse gas emissions
- Save person-hours of travel time
- Create nearly 10,000 thousand jobs

The projects proposed for funding meet the following program requirements: the nominating agencies have established eligibility with either a voter-approved tax, toll or fee, or an imposed fee within their jurisdiction that solely dedicates revenue to transportation; the fund request is for construction in an eligible fiscal year; each project's construction phase has a full funding commitment, including any potential cost increases. All applications were organized into eligibility types (voter-approved tax, toll, or fee or imposed fee) and population categories pursuant to the 2022 Local Partnership Competitive Guidelines. The recommended Program of Projects resembles a similar proportion of these types and categories when compared to all projects submitted.

Projects not recommended for funding were considered less competitive for a variety of reasons, including: the start of the construction phase was outside of the program cycle; inconsistent or ineligible funding plan; lack of local match; low community engagement; less benefit demonstrated when compared to cost; or project was fully funded from another state or federal discretionary program. Lastly, one project was deemed ineligible based on information provided in the application. The projects not recommended for funding are, by and large, worthy projects, though not as competitive for this program cycle.

Project Highlights:

The recommended Program of Projects will deliver a variety of benefits that include reduction of vehicle miles traveled; safety improvements for motorized and non-motorized users; transition to electric bus fleets; increased mobility and accessibility; bridge improvements; improved pavement conditions; reduction of greenhouse gas emissions; and advance transportation and housing goals.

Five of the projects focus on local road improvements including a highway overcrossing, new and modified bridges, complete streets, traffic management system enhancements, and safety improvements.

Two of the projects involve highway improvements including the reconstruction of an existing interchange and replacement of a rural highway intersection with a modern roundabout.

Four of the projects improve public transportation for bus and rail services by reducing vehicle miles traveled and greenhouse gas emissions, and implementing operational improvements that will increase speed, safety, and reliability.

While most of the projects incorporate bicycle and pedestrian facilities, one project has made active transportation and complete streets its main purpose. These projects support the Climate Action Plan for Transportation Infrastructure and the state's climate, housing, safety, equity, and economic vitality goals as they incorporate multimodal, transit, and active transportation solutions.

The following descriptions highlight a sample of projects contained in the staff recommendations:

- **US 101/Hearn Avenue Regional Multimodal Interchange, \$8,600,000** – in the City of Santa Rosa, Sonoma County, the project will replace the US 101/Hearn Avenue overcrossing to increase vertical clearance over US 101 and provide two vehicle lanes in each direction, a median, sidewalks, Class II bike lanes, and Class IV protected bikeways. It will also widen the US 101 off-ramp, add lanes at select intersections and add ADA elements and protected intersection facilities for bike crossings.
- **Oakland Alameda Access Project, \$25,000,000** – in the Cities of Oakland and Alameda, Alameda County, the project is located on Interstate 880 and State Route 260 between 5th Avenue Overhead and 5th and 6th Street Viaduct. The project proposes to improve access along I-880 and in and around the Webster and Posey Tubes (SR-260 tunnels under the Oakland Estuary), downtown Oakland, and the City of Alameda by removing the I-880/Broadway northbound off-ramp, realigning the westbound I-980/Jackson Street on-ramp, widening northbound I-880/Oak Street off-ramp, installing a horseshoe-shaped ramp connecting the Posey Tube to northbound I-880, and restriping and reconfigurations of local roadways adjacent to I-880. In addition, the project will provide significant active transportation facilities and safety enhancements, including various bikeways, sidewalks, bulb-outs, crosswalks, and widening of the Webster Tube Walkway. The project also supports a freight mode shift by accommodating additional rail capacity. Finally, proposed improvements include implementation of follow up landscaping work to restore removed vegetation required by the highway improvements.

- **San Mateo County Transit District (SamTrans) Emission Zero Project, \$14,824,000** – in the City of San Carlos, San Mateo County, the project will construct core transit infrastructure improvements at SamTrans' South Base Maintenance Facility. The project scope includes infrastructure required for the first set of SamTrans' zero-emission buses, including the construction of electrical charging infrastructure and bus charging bays, procurement and installation of an overhead pantograph charging dispenser, and construction of an electrical power distribution network that is scalable for future Battery Electric Bus system expansion. Charging infrastructure for thirty-seven Battery Electric Buses is proposed under this project to enable successful deployment and safe operations of SamTrans' new fleet of 40-foot Battery Electric Buses to be delivered by 2025. The bus network at South Base serves bus routes to the 14 cities of San Mateo County.
- **Foothill Boulevard Complete Street Project, \$2,400,000** – in the City of Rancho Cucamonga, San Bernadino County, the project will add important bike/pedestrian facilities to Foothill Boulevard within existing Right-of-Way by narrowing the existing vehicle lanes and rehabilitating approximately 1,950 linear feet of failing pavement between Grove Avenue/San Bernardino Road. The project will construct a multi-use path along the south side of Foothill Boulevard and a new sidewalk on the north side that will be expanded to a multi-use path by future development. Safety improvements include the installation of streetlights, a traffic signal at a realigned intersection with Red Hill Country Club Drive, and enhanced pedestrian and crosswalk markings at the intersection.
- **Mountain View Transit Center Grade Separation and Access Project, \$25,000,000** – in the City of Mountain View, Santa Clara County, the project will eliminate the Caltrain vehicle at-grade crossing at Castro Street, re-direct vehicular traffic from Castro Street to Shoreline Boulevard via a ramp from West Evelyn Avenue and modify traffic movements at the Central Expressway/Moffett Boulevard intersection. Unsafe situations arise at the project area daily for pedestrians and cyclists with two pedestrian fatalities in 2019. The project will provide new access to and from the Mountain View Transit Center and downtown via a wide, well-lit shared use pathway and vertical circulation for pedestrians and bicycles under the tracks and Central Expressway, eliminating the safety hazard and delay of crossing the busy roadway and train tracks. New loading areas for shuttles will be provided to serve vehicles that will be impacted by the Castro Street vehicle closure.

Baseline Agreement Requirements:

All agencies with projects included in the 2022 Local Partnership Competitive Program, Program of Projects must comply with the Commission's adopted 2022 Local Partnership Program Guidelines and the revised Senate Bill 1 Accountability and Transparency Guidelines, adopted by the Commission on March 23, 2023. This includes the requirement that all projects with a total project cost of \$25 million or greater or 2022 Local Partnership Competitive Program funds of \$10 million or greater must enter into a baseline agreement. The development of the baseline agreement will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, and project



cost and funding plan. The executed baseline agreement will become the basis by which accountability will be measured and reported on.

**Background:**

On April 28, 2017, Governor Brown signed legislation creating the Local Partnership Program (Senate Bill 1 [Chapter 5, Statutes of 2017]). Assembly Bill 115 (Chapter 20, Statutes of 2017) clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. Senate Bill 1 authorizes \$200 million annually to fund the Local Partnership Program.

The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

In August 2021, the Commission initiated the process to develop the 2022 Local Partnership Competitive Program Guidelines. The Commission held seven workshops between August 2021 and April 2022 to solicit input on the development of the 2022 Local Partnership Competitive Program Guidelines. These workshops included consultation with Caltrans, the California Air Resources Board, the California Department of Housing and Community Development, the Commission's Equity Advisory Roundtable, regional transportation planning agencies, local agencies, transportation advocates, and other stakeholders. The Commission's 2022 Local Partnership Competitive Program Guidelines, adopted at its August 17, 2022 meeting, describe the policy, standards, criteria and procedures for the development, adoption and management of the 2022 Local Partnership Competitive Program.

Between the months of February 2022 and April 2022, the Commission held office hour sessions with applicant agencies to provide technical assistance. Agencies that requested and attended office hour sessions were able to provide a brief overview of their project proposal(s) which could have included visuals like maps, plans, photos and/or videos. This allowed Commission staff to get a better understanding of the project(s) and provide more project-specific feedback and responses to agency questions. Office hour sessions lasted one to two hours and were attended by Senate Bill 1 Commission Program Managers and applicant agency staff.

**Attachments:**

- Attachment A: Resolution G-23-47
- Attachment B: 2022 Local Partnership Competitive Program Adoption – Program of Projects
- Attachment C: Comment letters

**CALIFORNIA TRANSPORTATION COMMISSION  
2022 LOCAL PARTNERSHIP COMPETITIVE PROGRAM  
PROGRAM OF PROJECTS  
RESOLUTION G-23-47**

- 1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter-approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, on June 27, 2017, Governor Brown signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2022 Local Partnership Program Guidelines on August 17, 2022; and
- 1.4 **WHEREAS**, the Commission adopted revisions to the SB 1 Accountability and Transparency Guidelines on March 23, 2023, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.5 **WHEREAS**, the 2020 Local Partnership Competitive Program was over programmed by \$25,800,000 and received redistributed funds totaling \$12,000,000 from set-aside Incentive funds for fiscal years 2020-21 and 2021-22 reducing the overprogrammed amount leaving a remaining over-programmed amount of \$13,800,000.
- 1.6 **WHEREAS**, any 2020 Local Partnership Competitive Program over-programmed amount will be deducted from the 2022 Local Partnership Competitive Program; and
- 1.7 **WHEREAS**, the Commission established the 2022 Local Partnership Competitive Program as a two-year, \$144,000,000 (fiscal years 2023-24 through 2024-25) program.
- 1.8 **WHEREAS**, the 2022 Local Partnership Competitive Program funding capacity was reduced by the 2020 Local Partnership Competitive Program over-programmed amount of \$13,800,000, leaving a balance of \$130,200,000 for the 2022 Local Partnership Competitive Program; and

- 1.9 **WHEREAS**, staff anticipates the redistribution of \$6,000,000 from set-aside Incentive funds from Fiscal Year 2022-23 to occur in August 2023 and has increased the available funding capacity for the 2022 Local Partnership Competitive Program to \$136,200,000; and
- 1.10 **WHEREAS**, Commission Staff prepared program recommendations that included \$142,453,000 for 11 projects with total project costs valued at \$610,257,000; and
- 1.11 **WHEREAS**, the over-subscribed amount totaling \$6,253,000 included in the initial program recommendations will be funded with anticipated fiscal year 2023-24 unused incentive funding or project cost savings; and
- 1.12 **WHEREAS**, any 2022 Local Partnership Competitive Program over-programmed amount will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle; and
- 1.13 **WHEREAS**, the Commission staff recommendations for the 2022 Local Partnership Competitive Program were published on the Commission's website on June 8, 2023; and
- 1.14 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its June 28-29, 2023, meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2022 Local Partnership Competitive Program, as reflected in the attached staff recommendations (Attachment B); and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a "not to exceed amount" and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Local Partnership Competitive Program must be in compliance with the 2022 Local Partnership Competitive Program Guidelines and the revised SB 1 Accountability and Transparency Guidelines, adopted March 23, 2023; and
- 2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Local Partnership Competitive Program with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, must enter into a Baseline Agreement to be approved by the Commission within six months of program adoption. The Commission may delete a project for which no Baseline Agreement is executed; and

- 2.5 **BE IT FURTHER RESOLVED**, if a recommended project requires a Baseline Agreement and requests allocation in the period between the June 2023 Commission meeting and the October 2023 Commission meeting, the project applicant must submit a Baseline Agreement for approval by the October 2023 Commission meeting. All other Baseline Agreements must be submitted by the December 2023 Commission Meeting, and the Commission will not consider approval of a project allocation without an approved Baseline Agreement if it requires one; and
- 2.6 **BE IT FURTHER RESOLVED**, Commission staff, in consultation with Caltrans and project sponsors, are authorized to make minor technical changes as needed to the 2022 Local Partnership Competitive Program in order to reflect the most current information, or to clarify the Commission's programming commitments, and shall request Commission approval of any substantive changes; and
- 2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2022 Local Partnership Competitive Program of Projects on the Commission's website.

2022 Local Partnership Competitive Program  
Program of Projects - Projects Recommended for Funding  
Resolution G-23-47  
(\$1,000s)

County	Nominating Agency	Implementing Agency	Project Title	Project Description	Fiscal Year	Total Project Cost	Recommended Funding	Voter Approved (V) or Imposed Fee (I)	Population Category
El Dorado	El Dorado County	El Dorado County	Pioneer Trail/US Hwy 50 Intersection Safety Improvement Project	In Meyers, convert a signalized T-intersection at the U.S. Highway 50/State Route 89 into a three-leg modern roundabout. Includes 3 intersection improvements; 11 channelizations; 0.8 miles pedestrian/bicycle facilities.	2023-24	\$ 9,127	\$ 3,055	I	IV
San Bernardino	Rancho Cucamonga, City of	Rancho Cucamonga, City of	Foothill Blvd Complete Street Project	On Foothill Blvd, narrow existing vehicle lanes, rehab approx. 1,950 linear ft of pavement, and construct 0.81 miles of multi-use path and new sidewalk; includes streetlights, a traffic signal, and enhanced pedestrian and crosswalk markings.	2023-24	\$ 4,800	\$ 2,400	I	IV
Sonoma	Sonoma Co Transportation Authority (SCTA)	Caltrans D4	US 101/Hearn Ave Regional Multimodal Interchange	In the City of Santa Rosa, demolish and replace US 101/Hearn Ave overcrossing, includes traffic operation improvements; one mile of new bicycle lanes and sidewalks; ADA elements.	2023-24	\$ 43,675	\$ 8,600	V	III
Alameda	Alameda County Transportation Commission (Alameda CTC)	Caltrans	Oakland Alameda Access Project	In the Cities of Oakland and Alameda, improved traffic ops along I-880 and in and around the Webster and Posey Tubes including: 12.2 roadway lane miles; 2 traffic monitoring detection stations; 3 miles of bike lanes; 110,523 square feet of new bridges/tunnels; and implementation of follow up landscaping work.	2024-25	\$ 129,900	\$ 25,000	V	I
Yuba	Yuba County	Yuba County	North Beale Road Complete Streets / Safety Project - Phase III	In Linda, 2 miles of local road rehabilitation including: raised medians; left-turn lanes; storm drains; new streetlights; curbs; gutters; thermoplastic centerline and edge-line striping; and a new traffic signal; one mile of eight-foot wide sidewalks; 7.5-foot wide paved bicycle lanes.	2023-24	\$ 7,711	\$ 3,000	V	V
Santa Clara	Santa Clara Valley Transportation Authority (VTA)	Peninsula Corridor Joint Powers Board (Caltrain)	Mountain View Transit Center Grade Separation and Access Project	In Mountain View, eliminate the Caltrain vehicle at-grade crossing; re-direct vehicular traffic and modify traffic movements; construct 0.43 miles of shared use pathway and vertical circulation from non-motorized traffic to/from the Transit Center and Downtown; construct new shuttle loading areas.	2024-25	\$ 136,000	\$ 25,000	V	I
Sacramento	Sacramento Transportation Authority (STA)	Sacramento, County of	US 50 Gold Line Corridor Enhancement Project - Hazel Ave/US 50 Interchange		2024-25	\$ 132,726	\$ 25,000	V	I
			Hazel Avenue / US 50 Interchange	In Sacramento, converts 29 Gold Line light rail station platforms to fit low floor vehicles; grade separation includes 3 interchange modifications, 19,190 square feet of new bridges/tunnels, and adds 0.74 miles of grade-separated Class I path.					
			Gold Line Light Rail Platform Modifications - Phase 2	In Sacramento, converts 29 Gold Line light rail station platforms to fit low floor vehicles, phase 2 conversion.					
Tulare	Tulare County Association of Governments (TCAG)	Caltrans D6	SR99/Caldwell Ave Interchange, Safety and Multi-Modal Project	In Tulare County, reconstruct the Avenue 280 (Caldwell Avenue) Interchange. Includes 0.8 miles auxiliary lane, 1.1 miles of bicycle lane, 0.9 miles sidewalk.	2023-24	\$ 68,227	\$ 15,000	V	V
Mendocino	Ukiah, City of	Ukiah, City of	Urban Core Rehabilitation and Transportation Project	In Ukiah, reconstruct 4.8 miles of local road and 2.9 miles of bicycle lanes, including: replacement of water and sewer utilities; construction of ADA accessible curb ramps; bulb-outs and the installation of a traffic signal and bike lanes.	2023-24	\$ 14,356	\$ 6,074	V	V
San Mateo	San Mateo County Transit District (SamTrans)	San Mateo County Transit District (SamTrans)	SamTrans Emission Zero Project	In San Carlos, construct zero-emission bus electrical charging infrastructure and bus charging bays; procure and install overhead pantograph charging dispenser; and construction of an electrical power distribution network; includes charging infrastructure for thirty-seven Battery Electric Buses.	2023-24	\$ 32,605	\$ 14,824	V	II
Los Angeles	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Southeast Los Angeles Transit Improvements Project (SELA TIP)		2024-25	\$ 31,130	\$ 14,500	V	I
			Southeast Los Angeles Transit Improvements Project (Transit Signal Priority)	In southeast Los Angeles County, purchase, design, and install 114 cloud-based transit signal priority systems in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities.					
			Bus Shelters	Purchase and install 100 bus shelters with real-time display and security lighting.					
			Lighting	Purchase and install 100 solar-powered lighting upgrades.					
			Termini/Layover	Construction of 3 bus termini/layovers at Norwalk, Artesia, and Compton Stations.					
			ZEB Charging	Purchase and install 10 zero emission bus charging masts.					
<b>TOTAL</b>						<b>\$ 610,257</b>	<b>\$ 142,453</b>		
<b>Amount Over-Programmed</b>							<b>\$ 6,253</b>		

# Memorandum

To: CHAIR AND COMMISSIONERS

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From: TANISHA TAYLOR, Interim Executive Director

Reference Number: 4.6, Action

Prepared By: Leishara Ward  
Associate Deputy Director

Published Date: June 16, 2023

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- **US 101/Hearn Avenue Regional Multimodal Interchange, \$8,600,000** – in the City of Santa Rosa, Sonoma County, the project will replace the US 101/Hearn Avenue overcrossing to increase vertical clearance over US 101 and provide two vehicle lanes in each direction, a median, sidewalks, Class II bike lanes, and Class IV protected bikeways. It will also widen the US 101 off-ramp, add lanes at select intersections and add ADA elements and protected intersection facilities for bike crossings.
- **Oakland Alameda Access Project, \$25,000,000** – in the Cities of Oakland and Alameda, Alameda County, the project is located on Interstate 880 and State Route 260 between 5th Avenue Overhead and 5th and 6th Street Viaduct. The project proposes to improve access along I-880 and in and around the Webster and Posey Tubes (SR-260 tunnels under the Oakland Estuary), downtown Oakland, and the City of Alameda by removing the I-880/Broadway northbound off-ramp, realigning the westbound I-980/Jackson Street on-ramp, widening northbound I-880/Oak Street off-ramp, installing a horseshoe-shaped ramp connecting the Posey Tube to northbound I-880, and restriping and reconfigurations of local roadways adjacent to I-880. In addition, the project will provide significant active transportation facilities and safety enhancements, including various bikeways, sidewalks, bulb-outs, crosswalks, and widening of the Webster Tube Walkway. The project also supports a freight mode shift by accommodating additional rail capacity. Finally, proposed improvements include implementation of follow up landscaping work to restore removed vegetation required by the highway improvements.



- **San Mateo County Transit District (SamTrans) Emission Zero Project, \$14,824,000** – in the City of San Carlos, San Mateo County, the project will construct core transit infrastructure improvements at SamTrans' South Base Maintenance Facility. The project scope includes infrastructure required for the first set of SamTrans' zero-emission buses, including the construction of electrical charging infrastructure and bus charging bays, procurement and installation of an overhead pantograph charging dispenser, and construction of an electrical power distribution network that is scalable for future Battery Electric Bus system expansion. Charging infrastructure for thirty-seven Battery Electric Buses is proposed under this project to enable successful deployment and safe operations of SamTrans' new fleet of 40-foot Battery Electric Buses to be delivered by 2025. The bus network at South Base serves bus routes to the 14 cities of San Mateo County.
- **Foothill Boulevard Complete Street Project, \$2,400,000** – in the City of Rancho Cucamonga, San Bernadino County, the project will add important bike/pedestrian facilities to Foothill Boulevard within existing Right-of-Way by narrowing the existing vehicle lanes and rehabilitating approximately 1,950 linear feet of failing pavement between Grove Avenue/San Bernardino Road. The project will construct a multi-use path along the south side of Foothill Boulevard and a new sidewalk on the north side that will be expanded to a multi-use path by future development. Safety improvements include the installation of streetlights, a traffic signal at a realigned intersection with Red Hill Country Club Drive, and enhanced pedestrian and crosswalk markings at the intersection.
- **Mountain View Transit Center Grade Separation and Access Project, \$25,000,000** – in the City of Mountain View, Santa Clara County, the project will eliminate the Caltrain vehicle at-grade crossing at Castro Street, re-direct vehicular traffic from Castro Street to Shoreline Boulevard via a ramp from West Evelyn Avenue and modify traffic movements at the Central Expressway/Moffett Boulevard intersection. Unsafe situations arise at the project area daily for pedestrians and cyclists with two pedestrian fatalities in 2019. The project will provide new access to and from the Mountain View Transit Center and downtown via a wide, well-lit shared use pathway and vertical circulation for pedestrians and bicycles under the tracks and Central Expressway, eliminating the safety hazard and delay of crossing the busy roadway and train tracks. New loading areas for shuttles will be provided to serve vehicles that will be impacted by the Castro Street vehicle closure.

Baseline Agreement Requirements:

All agencies with projects included in the 2022 Local Partnership Competitive Program, Program of Projects must comply with the Commission's adopted 2022 Local Partnership Program Guidelines and the revised Senate Bill 1 Accountability and Transparency Guidelines, adopted by the Commission on March 23, 2023. This includes the requirement that all projects with a total project cost of \$25 million or greater or 2022 Local Partnership Competitive Program funds of \$10 million or greater must enter into a baseline agreement. The development of the baseline agreement will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, and project

cost and funding plan. The executed baseline agreement will become the basis by which accountability will be measured and reported on.

**Background:**

On April 28, 2017, Governor Brown signed legislation creating the Local Partnership Program (Senate Bill 1 [Chapter 5, Statutes of 2017]). Assembly Bill 115 (Chapter 20, Statutes of 2017) clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. Senate Bill 1 authorizes \$200 million annually to fund the Local Partnership Program.

The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

In August 2021, the Commission initiated the process to develop the 2022 Local Partnership Competitive Program Guidelines. The Commission held seven workshops between August 2021 and April 2022 to solicit input on the development of the 2022 Local Partnership Competitive Program Guidelines. These workshops included consultation with Caltrans, the California Air Resources Board, the California Department of Housing and Community Development, the Commission's Equity Advisory Roundtable, regional transportation planning agencies, local agencies, transportation advocates, and other stakeholders. The Commission's 2022 Local Partnership Competitive Program Guidelines, adopted at its August 17, 2022 meeting, describe the policy, standards, criteria and procedures for the development, adoption and management of the 2022 Local Partnership Competitive Program.

Between the months of February 2022 and April 2022, the Commission held office hour sessions with applicant agencies to provide technical assistance. Agencies that requested and attended office hour sessions were able to provide a brief overview of their project proposal(s) which could have included visuals like maps, plans, photos and/or videos. This allowed Commission staff to get a better understanding of the project(s) and provide more project-specific feedback and responses to agency questions. Office hour sessions lasted one to two hours and were attended by Senate Bill 1 Commission Program Managers and applicant agency staff.

**Attachments:**

- Attachment A: Resolution G-23-47
- Attachment B: 2022 Local Partnership Competitive Program Adoption – Program of Projects
- Attachment C: Comment letters

**CALIFORNIA TRANSPORTATION COMMISSION  
2022 LOCAL PARTNERSHIP COMPETITIVE PROGRAM  
PROGRAM OF PROJECTS  
RESOLUTION G-23-47**

- 1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter-approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, on June 27, 2017, Governor Brown signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2022 Local Partnership Program Guidelines on August 17, 2022; and
- 1.4 **WHEREAS**, the Commission adopted revisions to the SB 1 Accountability and Transparency Guidelines on March 23, 2023, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.5 **WHEREAS**, the 2020 Local Partnership Competitive Program was over programmed by \$25,800,000 and received redistributed funds totaling \$12,000,000 from set-aside Incentive funds for fiscal years 2020-21 and 2021-22 reducing the overprogrammed amount leaving a remaining over-programmed amount of \$13,800,000.
- 1.6 **WHEREAS**, any 2020 Local Partnership Competitive Program over-programmed amount will be deducted from the 2022 Local Partnership Competitive Program; and
- 1.7 **WHEREAS**, the Commission established the 2022 Local Partnership Competitive Program as a two-year, \$144,000,000 (fiscal years 2023-24 through 2024-25) program.
- 1.8 **WHEREAS**, the 2022 Local Partnership Competitive Program funding capacity was reduced by the 2020 Local Partnership Competitive Program over-programmed amount of \$13,800,000, leaving a balance of \$130,200,000 for the 2022 Local Partnership Competitive Program; and

- 1.9 **WHEREAS**, staff anticipates the redistribution of \$6,000,000 from set-aside Incentive funds from Fiscal Year 2022-23 to occur in August 2023 and has increased the available funding capacity for the 2022 Local Partnership Competitive Program to \$136,200,000; and
- 1.10 **WHEREAS**, Commission Staff prepared program recommendations that included \$142,453,000 for 11 projects with total project costs valued at \$610,257,000; and
- 1.11 **WHEREAS**, the over-subscribed amount totaling \$6,253,000 included in the initial program recommendations will be funded with anticipated fiscal year 2023-24 unused incentive funding or project cost savings; and
- 1.12 **WHEREAS**, any 2022 Local Partnership Competitive Program over-programmed amount will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle; and
- 1.13 **WHEREAS**, the Commission staff recommendations for the 2022 Local Partnership Competitive Program were published on the Commission's website on June 8, 2023; and
- 1.14 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its June 28-29, 2023, meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2022 Local Partnership Competitive Program, as reflected in the attached staff recommendations (Attachment B); and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a "not to exceed amount" and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Local Partnership Competitive Program must be in compliance with the 2022 Local Partnership Competitive Program Guidelines and the revised SB 1 Accountability and Transparency Guidelines, adopted March 23, 2023; and
- 2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Local Partnership Competitive Program with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, must enter into a Baseline Agreement to be approved by the Commission within six months of program adoption. The Commission may delete a project for which no Baseline Agreement is executed; and

- 2.5 **BE IT FURTHER RESOLVED**, if a recommended project requires a Baseline Agreement and requests allocation in the period between the June 2023 Commission meeting and the October 2023 Commission meeting, the project applicant must submit a Baseline Agreement for approval by the October 2023 Commission meeting. All other Baseline Agreements must be submitted by the December 2023 Commission Meeting, and the Commission will not consider approval of a project allocation without an approved Baseline Agreement if it requires one; and
- 2.6 **BE IT FURTHER RESOLVED**, Commission staff, in consultation with Caltrans and project sponsors, are authorized to make minor technical changes as needed to the 2022 Local Partnership Competitive Program in order to reflect the most current information, or to clarify the Commission's programming commitments, and shall request Commission approval of any substantive changes; and
- 2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2022 Local Partnership Competitive Program of Projects on the Commission's website.

2022 Local Partnership Competitive Program  
Program of Projects - Projects Recommended for Funding  
Resolution G-23-47  
(\$1,000s)

County	Nominating Agency	Implementing Agency	Project Title	Project Description	Fiscal Year	Total Project Cost	Recommended Funding	Voter Approved (V) or Imposed Fee (I)	Population Category
El Dorado	El Dorado County	El Dorado County	Pioneer Trail/US Hwy 50 Intersection Safety Improvement Project	In Meyers, convert a signalized T-intersection at the U.S. Highway 50/State Route 89 into a three-leg modern roundabout. Includes 3 intersection improvements; 11 channelizations; 0.8 miles pedestrian/bicycle facilities.	2023-24	\$ 9,127	\$ 3,055	I	IV
San Bernardino	Rancho Cucamonga, City of	Rancho Cucamonga, City of	Foothill Blvd Complete Street Project	On Foothill Blvd, narrow existing vehicle lanes, rehab approx. 1,950 linear ft of pavement, and construct 0.81 miles of multi-use path and new sidewalk; includes streetlights, a traffic signal, and enhanced pedestrian and crosswalk markings.	2023-24	\$ 4,800	\$ 2,400	I	IV
Sonoma	Sonoma Co Transportation Authority (SCTA)	Caltrans D4	US 101/Hearn Ave Regional Multimodal Interchange	In the City of Santa Rosa, demolish and replace US 101/Hearn Ave overcrossing, includes traffic operation improvements; one mile of new bicycle lanes and sidewalks; ADA elements.	2023-24	\$ 43,675	\$ 8,600	V	III
Alameda	Alameda County Transportation Commission (Alameda CTC)	Caltrans	Oakland Alameda Access Project	In the Cities of Oakland and Alameda, improved traffic ops along I-880 and in and around the Webster and Posey Tubes including: 12.2 roadway lane miles; 2 traffic monitoring detection stations; 3 miles of bike lanes; 110,523 square feet of new bridges/tunnels; and implementation of follow up landscaping work.	2024-25	\$ 129,900	\$ 25,000	V	I
Yuba	Yuba County	Yuba County	North Beale Road Complete Streets / Safety Project - Phase III	In Linda, 2 miles of local road rehabilitation including: raised medians; left-turn lanes; storm drains; new streetlights; curbs; gutters; thermoplastic centerline and edge-line striping; and a new traffic signal; one mile of eight-foot wide sidewalks; 7.5-foot wide paved bicycle lanes.	2023-24	\$ 7,711	\$ 3,000	V	V
Santa Clara	Santa Clara Valley Transportation Authority (VTA)	Peninsula Corridor Joint Powers Board (Caltrain)	Mountain View Transit Center Grade Separation and Access Project	In Mountain View, eliminate the Caltrain vehicle at-grade crossing; re-direct vehicular traffic and modify traffic movements; construct 0.43 miles of shared use pathway and vertical circulation from non-motorized traffic to/from the Transit Center and Downtown; construct new shuttle loading areas.	2024-25	\$ 136,000	\$ 25,000	V	I
Sacramento	Sacramento Transportation Authority (STA)	Sacramento, County of	US 50 Gold Line Corridor Enhancement Project - Hazel Ave/US 50 Interchange		2024-25	\$ 132,726	\$ 25,000	V	I
			Hazel Avenue / US 50 Interchange	In Sacramento, converts 29 Gold Line light rail station platforms to fit low floor vehicles; grade separation includes 3 interchange modifications, 19,190 square feet of new bridges/tunnels, and adds 0.74 miles of grade-separated Class I path.					
			Gold Line Light Rail Platform Modifications - Phase 2	In Sacramento, converts 29 Gold Line light rail station platforms to fit low floor vehicles, phase 2 conversion.					
Tulare	Tulare County Association of Governments (TCAG)	Caltrans D6	SR99/Caldwell Ave Interchange, Safety and Multi-Modal Project	In Tulare County, reconstruct the Avenue 280 (Caldwell Avenue) Interchange. Includes 0.8 miles auxiliary lane, 1.1 miles of bicycle lane, 0.9 miles sidewalk.	2023-24	\$ 68,227	\$ 15,000	V	V
Mendocino	Ukiah, City of	Ukiah, City of	Urban Core Rehabilitation and Transportation Project	In Ukiah, reconstruct 4.8 miles of local road and 2.9 miles of bicycle lanes, including: replacement of water and sewer utilities; construction of ADA accessible curb ramps; bulb-outs and the installation of a traffic signal and bike lanes.	2023-24	\$ 14,356	\$ 6,074	V	V
San Mateo	San Mateo County Transit District (SamTrans)	San Mateo County Transit District (SamTrans)	SamTrans Emission Zero Project	In San Carlos, construct zero-emission bus electrical charging infrastructure and bus charging bays; procure and install overhead pantograph charging dispenser; and construction of an electrical power distribution network; includes charging infrastructure for thirty-seven Battery Electric Buses.	2023-24	\$ 32,605	\$ 14,824	V	II
Los Angeles	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Southeast Los Angeles Transit Improvements Project (SELA TIP)		2024-25	\$ 31,130	\$ 14,500	V	I
			Southeast Los Angeles Transit Improvements Project (Transit Signal Priority)	In southeast Los Angeles County, purchase, design, and install 114 cloud-based transit signal priority systems in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities.					
			Bus Shelters	Purchase and install 100 bus shelters with real-time display and security lighting.					
			Lighting	Purchase and install 100 solar-powered lighting upgrades.					
			Termini/Layover	Construction of 3 bus termini/layovers at Norwalk, Artesia, and Compton Stations.					
			ZEB Charging	Purchase and install 10 zero emission bus charging masts.					
<b>TOTAL</b>						<b>\$ 610,257</b>	<b>\$ 142,453</b>		
<b>Amount Over-Programmed</b>							<b>\$ 6,253</b>		

## Appendix II: Performance Metrics and Required Back-Up Information

Measure	Metric	Project Type	Build	Future No Build	Change	Increase or decrease
Congestion Reduction	Person Hours of Travel Time Saved per Year - Transit Riders	Transit Signal Prioritization	(192,064)	-	(192,064)	decrease
	Person Hours of Travel Time Saved per Year - Transit Drivers	Transit Signal Prioritization	788,223	725,165	(63,058)	decrease
	Change in Daily Vehicle Miles Travelled	Transit Signal Prioritization	N/A	N/A	N/A	N/A
Throughput	Bicyclist and Pedestrian Screen Line Counts (Optional)	Active Transportation	N/A	N/A	N/A	N/A
System Reliability	Peak Period Travel Time Reliability Index	Hwy Road	N/A	N/A	N/A	N/A
	Level of Transit Delay	Transit	N/A	N/A	N/A	N/A
Safety	Number of Fatalities	All	N/A	N/A	N/A	N/A
	Number of Serious Injuries	All	N/A	N/A	N/A	N/A
	Rate of Fatalities	All	N/A	N/A	N/A	N/A
	Rate of Serious Injuries	All	N/A	N/A	N/A	N/A
Economic Development	Jobs Created	All	362.4	-	362.4	Increase
Air Quality	Particulate Matter (PM 2.5 PM 10)	ZEV Charging	5.36	5.64	(0.3)	decrease
	Carbon Dioxide (CO2)	ZEV Charging	4,113	71,030	(66,917)	decrease
	Volatile Organic Compounds (VOC)	ZEV Charging	-	2.63	(2.6)	decrease
	Sulphur Oxides (SOx)	ZEV Charging	-	0.51	(0.5)	decrease
	Carbon Monoxide (CO)	ZEV Charging	-	1,102	(1,102)	decrease

	Nitrogen Oxides (NOx)	ZEV Charging	-	7.13	(7.1)	decrease
Cost Effectiveness	Benefit Cost Ratio	All	N/A	N/A	4.36	Increase
Accessibility	Number of Jobs Accessible by Mode	All	N/A	N/	N/A	N/A
	Access to Key Destinations by Mode	All	N/A	N/	N/A	N/A
	Percent of Population Defined as Low Income or Disadvantaged within ½ mile of rail station, ferry terminal, or high-frequency bus stop	All	N/A	N/A	N/A	N/A
System Preservation (Pavement and Bridge Rehabilitation only)	Pavement Condition Index	Local Road Hwy Road	N/A	N/A	N/A	N/A
	Bridge Condition Rating for Bridge Deck, Superstructure, Substructure	Local Road Hwy Road	N/A	N/A	N/A	N/A
Noise Level Sound walls only (For reporting only)	Number of Receptors	Sound walls	N/A	N/A	N/A	N/A
	Properties Directly Benefited	Sound walls	N/A	N/A	N/A	N/A
	Number of Decibels	Sound walls	N/A	N/A	N/A	N/A