

**CALIFORNIA TRANSPORTATION COMMISSION
MARCH 2024 AMENDED BASELINE AGREEMENT**

On March 22, 2024, the California Transportation Commission approved an amendment to the 2020 Solutions for Congested Corridors Program Baseline Agreement for the **I-105 Express Lanes** project.

This amendment included the following documents:

1. Letter from the implementing agency to request this amendment (page 2).
2. March 2024 Commission action approving the program amendment (pages 3-6).
3. March 2024 Commission action approving the amendment to the Baseline Agreement (pages 7-9).
4. Revised electronic Project Programming Requests for the impacted components (pages 10-34).
5. Original Baseline Agreement received by the Commission in October 2021 (pages 35-53).



Metro

January 29, 2024

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**BASELINE AGREEMENT AMENDMENT REQUEST FOR I-105 EXPRESS LANES
CONSTRUCTION PROJECT (PPNO 4858) – SOLUTIONS FOR CONGESTED
CORRIDORS PROGRAM**

Dear Ms. Taylor:

The Los Angeles County Metropolitan Transportation Authority (Metro) hereby submits its Baseline Agreement Amendment request for the I-105 Express Lanes – Construction Project (PPNO 4858). We ask that the California Transportation Commission (CTC) approve the amendment at its March 21-22, 2024 meeting. The project was programmed \$150,000,000 in construction funds as part of the 2020 Solutions for Congested Corridors Program (SCCP). The original Baseline Agreement for PPNO 4858 was approved by the CTC at its October 13-14, 2021 meeting.

In coordination with the California Department of Transportation (Caltrans), Metro is using a Construction Manager/General Contractor (CM/GC) delivery method, which will deliver this project in three separate construction packages. In order to issue a construction permit, Caltrans will require review and approval processes for each construction package. This project also includes a separate component for installing Roadside Toll Collection System (RTCS) which will be delivered as a Design Build contract.

Considering the CM/GC delivery method, Caltrans Division of Design recommended to split the construction of project into three electronic Project Programming Requests (ePPRs) and assign three separate child project Expenditure Authorization (EA) identification numbers as follows: Segment 1 – EA 31452, Segment 2 – EA 31453, and Segment 3 – EA 31454), under the parent project EA 31450. There is no change to the RTCS ePPR, which is EA 31451.

We thank you for your consideration in processing our Baseline Agreement Amendment request. If you have any questions regarding the request, please contact Wendy San at SanW@metro.net.

Sincerely,

Digitally signed by Shawn Atlow
Date: 2024.01.29 10:16:12 -08'00'

Shawn Atlow, Executive Officer
Countywide Planning and Development

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.26, Action

Prepared By: Naveen Habib
Associate Deputy Director

Published Date: March 8, 2024

Subject: 2020 Solutions for Congested Corridors Program Amendment
Resolution G-24-35, Amending Resolution G-22-58

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the 2020 Solutions for Congested Corridors Program, as reflected in the updated Program of Projects (Attachment B).

Issue:

The 2020 Solutions for Congested Corridor Program includes \$150 million for the Los Angeles County Metropolitan Transportation Authority's I-105 Express Lanes project which comprises two project components: 1) Construction and 2) Roadside Toll Collection System. Program funds were programmed only to the Construction project component.

When the project was programmed, the Los Angeles County Metropolitan Transportation Authority identified that the I-105 Express Lanes Construction component would be delivered using the Construction Manager/General Contractor (CM/GC) delivery method and constructed in three separate packages. For timely tracking and reporting purposes, this program amendment would split the existing Construction component into four individual components, as reflected in Attachment B.

Specifically, the program amendment would:

1. Change the original project component name from "I-105 Express Lanes Construction" to "I-105 Express Lanes - Construction Segment 1." The \$150 million of Solutions for Congested Corridors Program funding will remain programmed to this component.
2. Add three new project components as follows:
 - a. I-105 Express Lanes - Pre-Construction
 - b. I-105 Express Lanes - Construction Segment 2
 - c. I-105 Express Lanes - Construction Segment 3

3. Update project descriptions and outputs for each component identified above to match the locations of the segment that will be constructed and delivered as part of each separate contract.

This program amendment amends the project delivery, title, and description for the I-105 Express Lanes project while preserving the original project scope and delivery timeline and maintaining the original programmed amount. This amendment is consistent with the Solutions for Congested Corridors Program Guidelines.

Background:

On December 2, 2020, the Commission adopted the 2020 Solutions for Congested Corridors Program. Resolution G-20-80 authorized Commission staff, in consultation with the California Department of Transportation and regional agencies, to make minor technical changes to the 2020 Solutions for Congested Corridors Program, to reflect the most current information or to clarify the Commission's programming commitments, and request any substantive changes be brought before the Commission for approval.

On December 2, 2020, the Commission approved the 2020 Solutions for Congested Corridors Program which programmed \$150 million for the I-105 Express Lanes project.

During the October 2021 Commission meeting, the Commission approved the original Baseline Agreement for the I-105 Express Lanes project.

During the June 2023 Commission meeting, the Commission approved a time extension to extend the period of project allocation for the I-105 Express Lanes Construction component to June 30, 2024.

Attachments:

- Attachment A: Resolution G-24-35, Amending Resolution G-22-58
- Attachment B: Updated 2020 Solutions for Congested Corridors Program of Projects

**CALIFORNIA TRANSPORTATION COMMISSION
2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM AMENDMENT**

**RESOLUTION G-24-35
AMENDING RESOLUTION G-22-58**

- 1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2020 Solutions for Congested Corridors Program, Resolution G-20-80, on December 2, 2020; and
- 1.2 **WHEREAS**, Resolution G-20-80 authorized Commission staff, in consultation with the California Department of Transportation and project sponsors, to make minor technical changes as needed to the 2020 Solutions for Congested Corridors Program to reflect the most current information, or to clarify the Commission's programming commitments, and to request Commission approval of any substantive changes; and
- 1.3 **WHEREAS**, the 2020 Solutions for Congested Corridors Program Guidelines allow Commission staff to bring recommended amendments to the Commission for action; and
- 1.4 **WHEREAS**, Commission staff, in consultation with staff from the California Department of Transportation and the Los Angeles County Metropolitan Transportation Authority, has identified changes to the I-105 Express Lanes project, as reflected in the updated Program of Projects (Attachment B).
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the Commission approves the changes to amend the 2020 Solutions for Congested Corridors Program, as reflected in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in previous amendments, including Resolution G-22-58, will remain in effect; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolution G-22-58 is hereby amended.

County	Applicant Agency	Implementing Agency	Project Title	Project Description	Congested Corridor	Total Project Cost	Total Construction Cost	Total Requested Amount	Total Programmed Funding*	Fiscal Year
Los Angeles	Department of Transportation / Los Angeles County Metropolitan Transportation Authority		I-105 Express Lanes		Rt 105	\$ 689,121	\$ 626,036	\$ 150,000	\$ 150,000	
		Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Pre-Construction	Project pre-construction work only					\$ -	2022-23
		Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Construction Segment 1	Construct 24.6 miles of HOT lanes					\$ 150,000	2022-23
		Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Construction Segment 2	Construct 16 miles of HOT lanes					\$ -	2022-23
		Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Construction Segment 3	Construct 17.8 miles of HOT lanes					\$ -	2022-23
		Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Roadside Toll Collection System (RTCS)	Install 20 changeable message signs Install 38 close circuit television cameras Install 16 miles of fiber optics for communications				\$ -	2022-23	
Marin	Department of Transportation / Transportation Authority of Marin	Caltrans	Marin Sonoma Narrows - Contract B7	Construct 9.5 miles of HOV lanes and other highway improvements Construct 0.75 miles of bicycle and pedestrian facilities	Rt 101	\$ 135,641	\$ 120,996	\$ 40,118	\$ 40,118	2021-22
Napa	Metropolitan Transportation Commission / Napa Valley Transportation Authority	Caltrans	Soscol Junction	Construct new interchange with roundabouts and elevated structure Construct Class I multi-use path	Rt 29 Rt 221	\$ 64,000	\$ 52,555	\$ 25,000	\$ 19,341	2021-22
Placer / Sacramento	Department of Transportation / Placer County Transportation Planning Agency / Sacramento Area Council of Governments		Placer-Sacramento Gateway - Phase 1		Rt 80 Rt 65	\$ 135,100	\$ 121,888	\$ 67,075	\$ 67,075	
		Caltrans	Auburn Boulevard Ramp Meter	1 Freeway ramp meter, Citrus Heights				\$ 500	2021-22	
		Citrus Heights	Auburn Boulevard Complete Streets	1 miles of complete streets improvements including bicycle and pedestrian facilities				\$ 2,860	2021-22	
		Roseville	Dry Creek Greenway	Construct 2 miles of Class I multi-use trail				\$ 6,239	2021-22	
		Sacramento County	Watt Avenue Complete Streets	4 miles of complete streets improvements including road rehabilitation, bicycle and pedestrian facilities				\$ 8,100	2022-23	
		Sacramento Regional Transit District	Watt/I-80 Light Rail Station	1 Light Rail Station improvement				\$ 7,937	2021-22	
		Sacramento Regional Transit District	Light Rail Modernization - Stations	4 Light Rail Station Conversions				\$ 2,942	2021-22	
		Caltrans	I-80 Transit Reliability	Construct 1.9 miles of auxiliary lanes				\$ 9,503	2021-22	
		Roseville	South Placer Transit - Five Electric Buses	5 new electric buses				\$ 4,705	2021-22	
		Roseville	South Placer Transit - Five Chargers	5 express bus station improvements				\$ 1,295	2021-22	
		Sacramento Regional Transit District	Light Rail Modernization - Light Rail Vehicles	8 new low-floor light rail vehicles				\$ 22,994	2021-22	
San Bernardino	Department of Transportation / San Bernardino County Transportation Authority / Omnitrans		West Valley Connector Bus Rapid Transit		Rt 10	\$ 286,966	\$ 167,511	\$ 65,000	\$ 65,000	
		SBCTA	Mainline Improvements	Construct 21 new BRT Stations Construct 3.5 miles of new dedicated bus lanes 15.5 miles of enhanced BRT service				\$ 65,000	2021-22	
		SBCTA	Maintenance Facility (D/B Contract)	Maintenance Facility				\$ -	2021-22	
		SBCTA	Vehicle Acquisition	18 new zero-emission buses			\$ -	2021-22		
San Francisco/Alameda	Department of Transportation / Bay Area Rapid Transit		Train Control Modernization Program		Rt 80	\$ 1,140,000	\$ 1,129,051	\$ 60,000	\$ 60,000	
		BART	Switch Machine Cabling Project - BART Labor	Cabling upgrades at 21 train control rooms 26 wayside interlocks and switches				\$ 41,800	2021-22	
		BART	Switch Machine Cabling Project - Procurement of Non-Revenue Equipment	Procure on-rail equipment including: 5 hi-railers, 1 vac truck, 2 boom lifts, 2 scissor lifts				\$ 3,350	2021-22	
		BART	Switch Machine Cabling Project - Material Procurement	Procure materials to replace train control and electrical equipment.				\$ -	2021-22	
		BART	Switch Machine Cabling Project - Services	Quality assurance and control inspections and testing Vehicular/Pedestrian traffic management for construction				\$ -	2021-22	
		BART	MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	Installation of new train control raceways and associated cables				\$ 14,850	2021-22	
		BART	Communications-based Train Control	New communications-based train control system			\$ -	2021-22		
Santa Cruz	Santa Cruz County Regional Transportation Commission		Watsonville - Santa Cruz Multimodal Corridor Program		Rt 1	\$ 150,568	\$ 136,360	\$ 82,201	\$ 92,807	
		Caltrans	Contract #1 - 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge	Construct 2.75 miles of hybrid bus-on-shoulder/auxiliary lanes Construct 0.85 of auxiliary lanes Construct 2.7 miles of active transportation facilities and other improvements				\$ 23,507	2021-22	
		Caltrans	Contract #2 - State Park to Bay/Porter Auxiliary Lanes, Bus on Shoulders and Mar Vista Bike/Pedestrian Overcrossing	Construct 3 miles of hybrid bus-on-shoulder/auxiliary lanes Construct 1.2 miles of auxiliary lanes Construct 2.9 miles of active transportation facilities and other improvements Construct 3.2 miles of soundwalls				\$ 52,837	2022-23	
		Santa Cruz County	Contract #3 - Soquel Drive Buffered Bike Lane and Congestion Mitigation Project	Construct 5.1 miles of active transportation facilities and other improvements Adaptive traffic signal control/transit signal priority at 23 Intersections				\$ 16,463	2022-23	
						\$ 2,601,396	\$ 2,354,397	\$ 489,394	\$ 494,341	

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.14, Action

Prepared By: Naveen Habib
Associate Deputy Director

Published Date: March 8, 2024

Subject: 2020 Solutions for Congested Corridors Program: I-105 Express Lanes Baseline Agreement Amendment – Resolution SCCP-P-2324-05BA, Amending Resolution SCCP-P-2122-01B

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to a 2020 Solutions for Congested Corridors Program Baseline Agreement, submitted in accordance with the Commission’s Senate Bill (SB) 1 Accountability and Transparency Guidelines, and establish the agreement as the basis for project delivery and monitoring.

The Los Angeles County Metropolitan Transportation Authority’s I-105 Express Lanes project Baseline Agreement is being amended to include a total of five components compared to the original Baseline Agreement which included two components.

PPNO	COUNTY	IMPLEMENTING AGENCY	PROJECT TITLE (With embedded link to agreement)
4858	Los Angeles	Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Pre-Construction
4858C	Los Angeles	Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Construction Segment 1
4858D	Los Angeles	Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Construction Segment 2
4858E	Los Angeles	Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes - Construction Segment 3

PPNO	COUNTY	IMPLEMENTING AGENCY	PROJECT TITLE (With embedded link to agreement)
4858A	Los Angeles	Los Angeles County Metropolitan Transportation Authority	I-105 Express Lanes Roadside Toll Collection System

Issue:

The implementing agency requests the Commission approve the amendment to the I-105 Express Lanes project Baseline Agreement which was programmed in the 2020 Solutions for Congested Corridors Program.

Reference Number 4.26 on this agenda requests the Commission’s approval to amend the 2020 Solutions for Congested Corridors Program to add three new project components for the I-105 Express Lanes project. The program amendment’s approval necessitates this amendment to the original Baseline Agreement approved by the Commission in October 2021.

Commission staff has reviewed the amended Baseline Agreement and determined that the expected benefits, delivery schedule, project cost, and funding plan are consistent with the project amendments approved by the Commission. Approval of this amended Baseline Agreement will establish the basis for project delivery and monitoring.

Background:

The Commission adopted the SB 1 Accountability and Transparency Guidelines at its March 21, 2018, meeting and adopted revised Guidelines at its March 23, 2023, meeting. The Guidelines direct agencies to provide executed Baseline Agreements that set forth the agreed-upon expected benefits, delivery schedule, project cost, and funding plan. The Baseline Agreement provides a benchmark for comparison to the current status of a project for subsequent reporting purposes. The Baseline Agreement must be signed by the California Department of Transportation Director and District Director, the Commission’s Executive Director, the project applicant, and the implementing agency.

On December 2, 2020, the Commission approved the 2020 Solutions for Congested Corridors Program which programmed \$150 million for the I-105 Express Lanes project.

During the October 2021 Commission meeting, the Commission approved the original Baseline Agreement for the I-105 Express Lanes project.

During the June 2023 Commission meeting, the Commission approved a time extension to extend the period of project allocation for the I-105 Express Lanes Construction component to June 30, 2024.

Resolution SCCP-P-2324-05BA

Be It Resolved, that the Commission does hereby amend the 2020 Solutions for Congested Corridors Program project Baseline Agreement for the Los Angeles County Metropolitan Transportation Authority's I-105 Express Lanes project to reflect the program amendment approved by the Commission at the March 2024 Commission meeting.

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	01/29/2024 09:10:14
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07	31450	0715000122	4858	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County	105	R 0.600	R 18.100	Caltrans HQ	
Los Angeles County	110	R 13.800	R 16.600	MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Wendy San			213-547-4321	sanw@metro.net	

Project Title

I-105 Express Lanes - Pre-Construction

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

In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Rd and on I-110 between I-105 Separation and 103rd Street to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add to a second ExpressLane in each direction (total of two Tolloed ExpressLanes in each direction with discounts for HOV).

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:	64,58,62,63	Senate:	32,33,35,26,30	Congressional:	38,40,43,44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/01/2018	01/01/2018
Circulate Draft Environmental Document Document Type EIR	05/22/2020	05/22/2020
Draft Project Report	05/22/2020	05/22/2020
End Environmental Phase (PA&ED Milestone)	05/21/2021	05/21/2021
Begin Design (PS&E) Phase	12/01/2021	07/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	05/31/2023	12/31/2024
Begin Right of Way Phase	11/01/2021	11/01/2022
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2023	01/31/2025
Begin Construction Phase (Contract Award Milestone)	06/01/2023	06/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2027	12/31/2028
Begin Closeout Phase	01/01/2028	01/01/2029
End Closeout Phase (Closeout Report)	06/01/2028	12/31/2029

Date 01/29/2024 09:10:14

Purpose and Need

The purpose of the Project is to improve existing congestion and enhance traffic operations and mobility on I-105. Deficiencies include: Current daily traffic demand on some sections of I-105 exceed capacity due to heavy traffic both weekdays and weekends; existing traffic of the mixed flow and HOV lanes exceeds capacity, existing HOV facilities are degraded and travel speed is below 45 mph during peak periods.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	0.001

Date 01/29/2024 09:10:14

Additional Information

In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street. The proposed project will construct 16.1 miles of Express Lanes along the 18.1 mile I-105 Corridor in each direction between I-405 and Studebaker Road and result in two Express Lanes in each direction. The scope of work will include construction of sign structures, pavement restriping, bridge widenings, new/rebuilt retaining walls, new/rebuilt soundwalls, new auxiliary lanes, and new ramp meters.

The project is 16.1 centerline miles and 58.4 lane miles in length.

This project is 16.1 centerline miles and 58.4 lane miles in length and breaks down as follows: at the west end of the 105 the project improvements begin at the 105/405 interchange at approximately PM 2.0 between PM 2.0 and 3.5 (Imperial Hwy) is a single express lane in each direction. Between PM 3.5 and Bellflower Blvd. (PM 16.6) is dual express lanes, and between Bellflower Blvd. and Studebaker Road (PM 18.1) is a single express lane. The PM calculation is 3 lane miles (105/405 interchange to Imperial Highway) plus 52.4 miles (Imperial Highway to Bellflower Blvd.) plus 3 lane miles (Bellflower Blvd. to Studebaker Road). Total lane miles is 58.4. This project is expected to be constructed in three separate packages, which results in an overlap in the design, right of way, and construction schedules. The actual milestone and notice to proceed for the first package is estimated to be issued by June 2024 and the \$150M SCCP grant will be used to construct the first package.

A separate child EA for each segment will be created to link to the project's parent EA 31450. The Performance Indicators and Measures are included under the parent EA 31450 and cannot be split up for each segment's ePPR. The Performance Indicators and Measures are duplicated to reflect the same for all 3 segment's ePPRs. The output miles are included in each segment's ePPRs. The RTCS is included under EA 31451.

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	23,271,473,505	20,104,525,290	3,166,948,215
			VMT per Capita	3.54	3.2	0.34
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	74,108,201	0	74,108,201
			Hours per Capita	0.01	0	0.01
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	388,899	493,180	-104,281
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.22	1.27	-0.05
	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	56	53	3
			PM 10 Tons	59	57	2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	6,816,839	6,758,622	58,217
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	616	622	-6
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	67	67	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	16,624	17,348	-724
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	4,471	4,517	-46
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	78	88	-10
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.006	0.009	-0.003
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	7,685	8,634	-949
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.59	0.859	-0.269
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	465,593	465,593	0
	Optional	Number of Destinations Accessible by Mode	Number	9,776	9,776	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	6,577	0	6,577
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.1	0	1.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County, Los Angeles County	105, 110	31450	0715000122	4858

Project Title

I-105 Express Lanes - Pre-Construction

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)	13,121							13,121	Los Angeles County Metropolitan Tra
PS&E	46,883							46,883	Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W	3,081							3,081	Los Angeles County Metropolitan Tra
CON	546,036							546,036	Los Angeles County Metropolitan Tra
TOTAL	609,121							609,121	

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)	13,121							13,121	
PS&E	121,000							121,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	10,000							10,000	
CON									
TOTAL	144,121							144,121	

Fund #1:	Local Funds - Measure M (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	10,514							10,514	Los Angeles County Metropolitan Tra
PS&E	46,883							46,883	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,081							3,081	
CON									
TOTAL	60,478							60,478	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	10,514							10,514	
PS&E	121,000							121,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	10,000							10,000	
CON									
TOTAL	141,514							141,514	

Complete this page for amendments only

Date 01/29/2024 09:10:14

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County, Los Angeles County	105, 110	31450	0715000122	4858

SECTION 1 - All Projects

Project Background

This project is in Los Angeles County, on I-105 between Sepulveda Blvd/Imperial Highway and on I-110 between I-105 Separation and 103rd Street to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add a second ExpressLane in each direction (total of two Tolled ExpressLanes in each direction with discounts for HOV).

Programming Change Requested

Considering the CM/GC delivery method, Caltrans Division of Design recommended to split the construction of project into three electronic Project Programming Requests (ePPRs) and assign three separate child project Expenditure Authorization (EA) identification numbers.

Reason for Proposed Change

In coordination with the California Department of Transportation (Caltrans), Metro is using a Construction Manager/General Contractor (CM/GC) delivery method, which will deliver this project in three separate construction packages. In order to issue a construction permit, Caltrans will require review and approval processes for each construction package. This project also includes a separate component for installing Roadside Toll Collection System (RTCS) which will be delivered as a Design Build contract. Considering the CM/GC delivery method, Caltrans Division of Design recommended to split the construction of project into three electronic Project Programming Requests (ePPRs) and assign three separate child project Expenditure Authorization (EA) identification numbers as follows: Segment 1 – EA 31452, Segment 2 – EA 31453, and Segment 3 – EA 31454, under the parent project EA 31450.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

In coordination with the California Department of Transportation (Caltrans), Metro is using a Construction Manager/General Contractor (CM/GC) delivery method, which will deliver this project in three separate construction packages. In order to issue a construction permit, Caltrans will require review and approval processes for each construction package. This project also includes a separate component for installing Roadside Toll Collection System (RTCS) which will be delivered as a Design Build contract. Considering the CM/GC delivery method, Caltrans Division of Design recommended to split the construction of project into three electronic Project Programming Requests (ePPRs) and assign three separate child project Expenditure Authorization (EA) identification numbers as follows: Segment 1 – EA 31452, Segment 2 – EA 31453, and Segment 3 – EA 31454, under the parent project EA 31450.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	01/29/2024 09:36:02
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07	31452	0722000300	4858C	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County	105	0.600	10.100	Caltrans HQ	
Los Angeles County	110	13.800	16.600	MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Wendy San			213-547-4321	sanw@metro.net	

Project Title

I-105 Express Lanes - Construction Segment 1

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

In Los Angeles County, on I-105 between Sepulveda Blvd/Imperial Highway Intersection and Central Avenue and on I-110 between I-105 Separation and 103rd Street to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add a second ExpressLane in each direction (total of two Tolled ExpressLanes in each direction with discounts for HOV).

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:	64,58,62,63	Senate:	32,33,35,26,30	Congressional:	38,40,43,44
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/01/2015	
Begin Environmental (PA&ED) Phase		01/01/2018
Circulate Draft Environmental Document Document Type EIR/FONSI		05/22/2020
Draft Project Report		05/22/2020
End Environmental Phase (PA&ED Milestone)		05/21/2021
Begin Design (PS&E) Phase		07/01/2021
End Design Phase (Ready to List for Advertisement Milestone)		03/01/2024
Begin Right of Way Phase		11/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		02/28/2024
Begin Construction Phase (Contract Award Milestone)		06/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		06/01/2027
Begin Closeout Phase		07/01/2027
End Closeout Phase (Closeout Report)		12/01/2027

Date 01/29/2024 09:36:02

Purpose and Need

The purpose of the Project is to improve existing congestion and enhance traffic operations and mobility on I-105. Deficiencies include: Current daily traffic demand on some sections of I-105 exceed capacity due to heavy traffic both weekdays and weekends; existing traffic of the mixed flow and HOV lanes exceeds capacity, existing HOV facilities are degraded and travel speed is below 45 mph during peak periods.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	24.6

Date 01/29/2024 09:36:02

Additional Information

In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street. The proposed project will construct 16.1 miles of Express Lanes along the 18.1 mile I-105 Corridor in each direction between I-405 and Studebaker Road and result in two Express Lanes in each direction. The scope of work will include construction of sign structures, pavement restriping, bridge widenings, new/rebuilt retaining walls, new/rebuilt soundwalls, new auxiliary lanes, and new ramp meters.

The project is 16.1 centerline miles and 58.4 lane miles in length.

This project is 16.1 centerline miles and 58.4 lane miles in length and breaks down as follows: at the west end of the 105 the project improvements begin at the 105/405 interchange at approximately PM 2.0 between PM 2.0 and 3.5 (Imperial Hwy) is a single express lane in each direction. Between PM 3.5 and Bellflower Blvd. (PM 16.6) is dual express lanes, and between Bellflower Blvd. and Studebaker Road (PM 18.1) is a single express lane. The PM calculation is 3 lane miles (105/405 interchange to Imperial Highway) plus 52.4 miles (Imperial Highway to Bellflower Blvd.) plus 3 lane miles (Bellflower Blvd. to Studebaker Road). Total lane miles is 58.4. This project is expected to be constructed in three separate packages, which results in an overlap in the design, right of way, and construction schedules. The actual milestone and notice to proceed for the first package is estimated to be issued by June 2024 and the \$150M SCCP grant will be used to construct the first package.

A separate child EA for each segment will be created to link to the project's parent EA 31450. The Performance Indicators and Measures are included under the parent EA 31450 and cannot be split up for each segment's ePPR. The Performance Indicators and Measures are duplicated to reflect the same for all 3 ePPRs. The RTCS is included under EA 31451.

The PM calculation for Segment 1 is between 105/405 interchange (PM 2.0) to Central Avenue (PM 8.9). Between 105/405 interchange and Imperial Hwy is 1.5 centerline/3 lane miles, and from Imperial Highway to Central Avenue is 5.4 centerline/21.6 lane miles. Segment 1 is 6.9 centerline/24.6 lane miles. Between PM 0.6 and PM 2.0 is signage only, and the express lanes begin at PM 2.0. There is overlap between segment 1 and segment 2 postmiles due to signage requirements, but the centerline/lane miles are unchanged.

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	23,271,473,505	20,104,525,290	3,166,948,215
			VMT per Capita	3.54	3.2	0.34
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	74,108,201	0	74,108,201
			Hours per Capita	0.01	0	0.01
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	388,899	493,180	-104,281
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.22	1.27	-0.05
	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	56	53	3
			PM 10 Tons	59	57	2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	6,816,839	6,758,622	58,217
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	616	622	-6
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	67	67	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	16,624	17,348	-724
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	4,471	4,517	-46
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	78	88	-10
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.006	0.009	-0.003
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	7,685	8,634	-949
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.59	0.859	-0.269
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	465,593	465,593	0
	Optional	Number of Destinations Accessible by Mode	Number	9,776	9,776	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	6,577	0	6,577
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.1	0	1.1

Fund #2:	Local Funds - Measure M (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)									Up to \$1.1 billion in non-state funding, primarily anticipated to include Transportation Infrastructure and Innovation Act (TIFIA) and/or toll backed revenue bond funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		33,486						33,486	
TOTAL		33,486						33,486	
Fund #3:	Local Funds - Toll Backed Revenue Bonds (Committed)								
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)									Up to \$1.1 billion in non-state funding, primarily anticipated to include Transportation Infrastructure and Innovation Act (TIFIA) and/or toll backed revenue bond funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		376,514						376,514	
TOTAL		376,514						376,514	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	01/29/2024 09:37:19
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07	31453	0722000304	4858D	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County	105	8.900	12.900	Caltrans HQ	
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Wendy San			213-547-4321	sanw@metro.net	

Project Title

I-105 Express Lanes - Construction Segment 2

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

In Los Angeles County, on I-105 between Central Avenue and I-710 to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add a second ExpressLane in each direction (total of two Tolled ExpressLanes in each direction with discounts for HOV).

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:	64,58,62,63	Senate:	32,33,35,26,30	Congressional:	38,40,43,44
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/01/2015	
Begin Environmental (PA&ED) Phase		01/01/2018
Circulate Draft Environmental Document	Document Type EIR/FONSI	05/22/2020
Draft Project Report		05/22/2020
End Environmental Phase (PA&ED Milestone)		05/21/2021
Begin Design (PS&E) Phase		05/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2024
Begin Right of Way Phase		06/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		01/31/2025
Begin Construction Phase (Contract Award Milestone)		03/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2028
Begin Closeout Phase		01/01/2029
End Closeout Phase (Closeout Report)		12/31/2029

Date 01/29/2024 09:37:19

Purpose and Need

The purpose of the Project is to improve existing congestion and enhance traffic operations and mobility on I-105. Deficiencies include: Current daily traffic demand on some sections of I-105 exceed capacity due to heavy traffic both weekdays and weekends; existing traffic of the mixed flow and HOV lanes exceeds capacity, existing HOV facilities are degraded and travel speed is below 45 mph during peak periods.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	16

Date 01/29/2024 09:37:19

Additional Information

In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street. The proposed project will construct 16.1 miles of Express Lanes along the 18.1 mile I-105 Corridor in each direction between I-405 and Studebaker Road and result in two Express Lanes in each direction. The scope of work will include construction of sign structures, pavement restriping, bridge widenings, new/rebuilt retaining walls, new/rebuilt soundwalls, new auxiliary lanes, and new ramp meters.

This project is 16.1 centerline miles and 58.4 lane miles in length.

This project is 16.1 centerline miles and 58.4 lane miles in length and breaks down as follows: at the west end of the 105 the project improvements begin at the 105/405 interchange at approximately PM 2.0 between PM 2.0 and 3.5 (Imperial Hwy) is a single express lane in each direction. Between PM 3.5 and Bellflower Blvd. (PM 16.6) is dual express lanes, and between Bellflower Blvd. and Studebaker Road (PM 18.1) is a single express lane. The PM calculation is 3 lane miles (105/405 interchange to Imperial Highway) plus 52.4 miles (Imperial Highway to Bellflower Blvd.) plus 3 lane miles (Bellflower Blvd. to Studebaker Road). Total lane miles is 58.4. This project is expected to be constructed in three separate packages, which results in an overlap in the design, right of way, and construction schedules. The actual milestone and notice to proceed for the first package is estimated to be issued by June 2024 and the \$150M SCCP grant will be used to construct the first package.

A separate child EA for each segment will be created to link to the project's parent EA 31450. The Performance Indicators and Measures are included under the parent EA 31450 and cannot be split up for each segment's ePPR. The Performance Indicators and Measures are duplicated to reflect the same for all 3 ePPRs. The RTCS is included under EA 31451.

The PM calculation for Segment 2 is between Central Avenue (PM 8.9) to Atlantic Avenue (PM 12.9), which is 4 centerline/16 lane miles.

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	23,271,473,505	20,104,525,290	3,166,948,215
			VMT per Capita	3.54	3.2	0.34
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	74,108,201	0	74,108,201
			Hours per Capita	0.01	0	0.01
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	388,899	493,180	-104,281
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.22	1.27	-0.05
	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	56	53	3
			PM 10 Tons	59	57	2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	6,816,839	6,758,622	58,217
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	616	622	-6
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	67	67	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	16,624	17,348	-724
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	4,471	4,517	-46
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	78	88	-10
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.006	0.009	-0.003
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	7,685	8,634	-949
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.59	0.859	-0.269
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	465,593	465,593	0
	Optional	Number of Destinations Accessible by Mode	Number	9,776	9,776	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	6,577	0	6,577
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.1	0	1.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County	105	31453	0722000304	4858D

Project Title

I-105 Express Lanes - Construction Segment 2

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				430,000				430,000	
TOTAL				430,000				430,000	

Fund #1:	Local Funds - Toll Backed Revenue Bonds (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)									Up to \$1.1 billion in non-state funding, primarily anticipated to include Transportation Infrastructure and Innovation Act (TIFIA) and/or toll backed revenue bond funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				430,000				430,000	
TOTAL				430,000				430,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	01/29/2024 09:39:49
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07	31454	0722000305	4858E	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County	105	12.900	18.100	Caltrans HQ	
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Wendy San			213-547-4321	sanw@metro.net	

Project Title

I-105 Express Lanes - Construction Segment 3

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

In Los Angeles County, on I-105 between I-710 and Studebaker Rd. to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add a second ExpressLane in each direction (total of two Tolloed ExpressLanes in each direction with discounts for HOV).

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:	64,58,62,63	Senate:	32,33,35,26,30	Congressional:	38,40,43,44
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/01/2015	
Begin Environmental (PA&ED) Phase		01/01/2018
Circulate Draft Environmental Document	Document Type EIR/FONSI	05/22/2020
Draft Project Report		05/22/2020
End Environmental Phase (PA&ED Milestone)		05/21/2021
Begin Design (PS&E) Phase		05/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2024
Begin Right of Way Phase		06/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		01/31/2025
Begin Construction Phase (Contract Award Milestone)		03/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2028
Begin Closeout Phase		01/01/2029
End Closeout Phase (Closeout Report)		12/31/2029

Date 01/29/2024 09:39:49

Purpose and Need

The purpose of the Project is to improve existing congestion and enhance traffic operations and mobility on I-105. Deficiencies include: Current daily traffic demand on some sections of I-105 exceed capacity due to heavy traffic both weekdays and weekends; existing traffic of the mixed flow and HOV lanes exceeds capacity, existing HOV facilities are degraded and travel speed is below 45 mph during peak periods.

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

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	17.8

Date 01/29/2024 09:39:49

Additional Information

In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street. The proposed project will construct 16.4 miles of Express Lanes along the 18.1 mile I-105 Corridor in each direction between I-405 and Studebaker Road and result in two Express Lanes in each direction. The scope of work will include construction of sign structures, pavement restriping, bridge widenings, new/rebuilt retaining walls, new/rebuilt soundwalls, new auxiliary lanes, and new ramp meters.

This project is 16.1 centerline miles and 58.4 lane miles in length.

This project is 16.1 centerline miles and 58.4 lane miles in length and breaks down as follows: at the west end of the 105 the project improvements begin at the 105/405 interchange at approximately PM 2.0 between PM 2.0 and 3.5 (Imperial Hwy) is a single express lane in each direction. Between PM 3.5 and Bellflower Blvd. (PM 16.6) is dual express lanes, and between Bellflower Blvd. and Studebaker Road (PM 18.1) is a single express lane. The PM calculation is 3 lane miles (105/405 interchange to Imperial Highway) plus 52.4 miles (Imperial Highway to Bellflower Blvd.) plus 3 lane miles (Bellflower Blvd. to Studebaker Road). Total lane miles is 58.4. This project is expected to be constructed in three separate packages, which results in an overlap in the design, right of way, and construction schedules. The actual milestone and notice to proceed for the first package is estimated to be issued by June 2024 and the \$150M SCCP grant will be used to construct the first package.

A separate child EA for each segment will be created to link to the project's parent EA 31450. The Performance Indicators and Measures are included under the parent EA 31450 and cannot be split up for each segment's ePPR. The Performance Indicators and Measures are duplicated to reflect the same for all 3 ePPRs. The RTCS is included under EA 31451.

The PM calculation for Segment 3 is between Atlantic Avenue (PM 12.9) and Studebaker Road (PM 18.1). Between Atlantic Avenue and Bellflower Blvd (PM 16.6) is dual express lanes, and between Bellflower Blvd. and Studebaker Road is a single express lane. Segment 3 is 5.2 centerline/17.8 lane miles (14.8 lane miles between Atlantic Ave. and Bellflower Blvd. and 3 lane miles between Bellflower Blvd and Studebaker Road).

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	23,271,473,505	20,104,525,290	3,166,948,215
			VMT per Capita	3.54	3.2	0.34
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	74,108,201	0	74,108,201
			Hours per Capita	0.01	0	0.01
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	388,899	493,180	-104,281
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.22	1.27	-0.05
	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	56	53	3
			PM 10 Tons	59	57	2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	6,816,839	6,758,622	58,217
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	616	622	-6
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	67	67	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	16,624	17,348	-724
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	4,471	4,517	-46
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	78	88	-10
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.006	0.009	-0.003
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	7,685	8,634	-949
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.59	0.859	-0.269
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	465,593	465,593	0
	Optional	Number of Destinations Accessible by Mode	Number	9,776	9,776	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	6,577	0	6,577
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.1	0	1.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County	105	31454	0722000305	4858E

Project Title

I-105 Express Lanes - Construction Segment 3

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				230,000				230,000	
TOTAL				230,000				230,000	

Fund #1:	Local Funds - Toll Backed Revenue Bonds (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)									Up to \$1.1 billion in non-state funding, primarily anticipated to include Transportation Infrastructure and Innovation Act (TIFIA) and/or toll backed revenue bond funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				230,000				230,000	
TOTAL				230,000				230,000	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
I-105 Express Lanes

Resolution SCCP-P-2122-01B

(will 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) for the *I-105 Express Lanes*, effective on, October 13, 2021 (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

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Solutions for Congested Corridors Program, and included in this program of projects the *I-105 Express Lanes*, 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 and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 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 *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
 - Resolution G-20-80, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated December 2, 2020
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Solutions for Congested Corridors Program, 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 The Los Angeles County Metropolitan Transportation Authority agrees to secure funds for any additional costs of the project.
- 4.6 The Los Angeles County Metropolitan Transportation Authority agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be 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 The 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 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 during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation 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 four 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 Other Project Specific Provisions and Conditions

This project is expected to be constructed in three separate packages, which results in an overlap in the design, right of way, and construction schedules. SCCP grant will be used to construct the first package. Metro will request non-proportional spending at the time of Allocation so Metro may draw down first on SCCP funds and then local funds until the overall project reimbursement rate requirement is met.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

I-105 Express Lanes

Resolution SCCP-P-2122-01B



Stephanie N. Wiggins

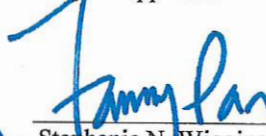
8/23/2021

Date

for

Chief Executive Officer

Project Applicant



Stephanie N. Wiggins

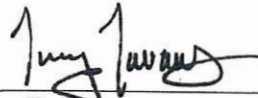
8/23/2021

Date

for

Chief Executive Officer

Implementing Agency



Tony Tavares

08/25/2021

Date

District Director

California Department of Transportation



Toks Omishakin

10.7.21

Date

Director

California Department of Transportation



Mitchell Weiss

11/8/21

Date

Executive Director

California Transportation Commission

Amendment (Existing Project) YES NO Date 09/20/2021 14:51:15

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
07	31450	0715000122	4858	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles	105	R 0.500	R 18.100	Caltrans HQ	
Los Angeles	110	R 13.800	R 14.800	MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Philbert Wong			213-418-3137	WongP@metro.net	

Project Title

I-105 Express Lanes - Construction

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

In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street. The proposed project will construct 16.1 miles of Express Lanes along the 18.1 mile I-105 Corridor in each direction between I-405 and Studebaker Road and result in two Express Lanes in each direction. The scope of work will include construction of sign structures, pavement restriping, bridge widenings, new/rebuilt retaining walls, new/rebuilt soundwalls, new auxiliary lanes, and new ramp meters.

This project is 16.1 centerline miles and 58.4 lane miles in length. A break down of the lane miles is provided in the additional information section.

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: 64,58,62,63 Senate: 32,33,35,26,30 Congressional: 38,40,43,44

Project Milestone	Existing	Proposed
Project Study Report Approved	09/01/2015	
Begin Environmental (PA&ED) Phase	01/01/2018	01/01/2018
Circulate Draft Environmental Document Document Type EIR	05/22/2020	05/22/2020
Draft Project Report	05/22/2020	05/22/2020
End Environmental Phase (PA&ED Milestone)	04/01/2021	05/21/2021
Begin Design (PS&E) Phase	12/01/2021	12/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	09/01/2024	05/31/2023
Begin Right of Way Phase	11/01/2021	11/01/2021
End Right of Way Phase (Right of Way Certification Milestone)	09/01/2024	03/31/2023
Begin Construction Phase (Contract Award Milestone)	06/01/2023	06/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2027	12/01/2027
Begin Closeout Phase	01/01/2028	01/01/2028
End Closeout Phase (Closeout Report)	06/01/2028	06/01/2028

Date 09/20/2021 14:51:15

Purpose and Need

The purpose of the Project is to improve existing congestion and enhance traffic operations and mobility on I-105. Deficiencies include: Current daily traffic demand on some sections of I-105 exceed capacity due to heavy traffic both weekdays and weekends; existing traffic of the mixed flow and HOV lanes exceeds capacity, existing HOV facilities are degraded and travel speed is below 45 mph during peak periods.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	58.4

Date 09/20/2021 14:51:15

Additional Information

This project is 16.1 centerline miles and 58.4 lane miles in length and breaks down as follows: at the west end of the 105 the project improvements begin at the 105/405 interchange at approximately PM2.0. Between PM2.0 and 3.5 (Imperial Hwy) is a single express lane in each direction. Between PM3.5 and Bellflower Blvd. (PM 16.6) is dual express lanes, and between Bellflower Blvd and Studebaker Road (PM18.1) is a single express lane. The PM calculation is 3 lane miles (105/405 interchange to Imperial Highway) plus 52.4 miles (Imperial Highway to Bellflower Blvd.) plus 3 lane miles (Bellflower Blvd. to Studebaker Road). Total lane miles is 58.4. This project is expected to be constructed in three separate packages, which results in an overlap in the design, right of way, and construction schedules.

The contract for the first package will be awarded by December 2023. The entire \$150M SCCP grant will be used for the construction phase of the first package.

The final design for the second and third packages and right of way will be completed subsequently and will not have SCCP funding for these phases. Metro will request non-proportional spending at the time of Allocation so Metro may draw down first on SCCP funds and then local funds until the overall project reimbursement rate requirement is met. Construction of all three packages is expected to be completed by December 2027. The Begin Design, RTL, Begin Right of Way, End of Right of Way, and Begin Construction milestones are for package 1. The end of construction milestone is for package 3. A possible time extension may be needed since all three packages will not be completed within the 36 months period of SCCP funds allocation.

Package 1: Rte 405 to Central Avenue; RTL Spring 2023

Package 2: Central Avenue to Rte 710; RTL Summer 2024

Package 3: Rte 710 to Studebaker; RTL Fall 2024

Estimated cost for package 1 is \$175M. Estimated cost for packages 2 and 3 is \$371M.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	23,271,473,505	20,104,525,290	3,166,948,215
			VMT per Capita	3.54	3.2	0.34
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	74,108,201	0	74,108,201
			Hours per Capita	0.01	0	0.01
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	388,899	493,180	-104,281	
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.22	1.27	-0.05
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	56	53	3
			PM 10 Tons	59	57	2
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	6,816,839	6,758,622	58,217
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	616	622	-6
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	67	67	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	16,624	17,348	-724
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	4,471	4,517	-46	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	78	88	-10
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.006	0.009	-0.003
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	7,685	8,634	-949
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.59	0.859	-0.269
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	465,593	465,593	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	9,776	9,776	0
	LPPF, LPPC, SCCP	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	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	6,577	0	6,577
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.1	0	1.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles, Los Angeles	105, 110	31450	0715000122	4858

Project Title

I-105 Express Lanes - Construction

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	13,121							13,121	Los Angeles County Metropolitan Tra
PS&E		46,883						46,883	Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W		3,081						3,081	Los Angeles County Metropolitan Tra
CON			546,036					546,036	Los Angeles County Metropolitan Tra
TOTAL	13,121	49,964	546,036					609,121	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	13,121							13,121	
PS&E		46,883						46,883	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,081						3,081	
CON			546,036					546,036	
TOTAL	13,121	49,964	546,036					609,121	

Fund #1:	Local Funds - Local Measure (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	10,514							10,514	Los Angeles County Metropolitan Tra
PS&E		46,883						46,883	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,081						3,081	
CON									
TOTAL	10,514	49,964						60,478	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	10,514							10,514	
PS&E		46,883						46,883	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,081						3,081	
CON									
TOTAL	10,514	49,964						60,478	

Fund #2:	Local Funds - Toll Backed Revenue Bonds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra TIFIA loan may substitute part of the local funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			396,036					396,036	
TOTAL			396,036					396,036	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TIFIA loan may substitute part of the toll-backed revenue funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			396,036					396,036	
TOTAL			396,036					396,036	
Fund #3:	State SB1 SCCP - State Highway Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.705.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			150,000					150,000	
TOTAL			150,000					150,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			150,000					150,000	
TOTAL			150,000					150,000	

Complete this page for amendments only

Date 09/20/2021 14:51:15

District	County	Route	EA	Project ID	PPNO
07	Los Angeles, Los Angeles	105, 110	31450	0715000122	4858

SECTION 1 - All Projects

Project Background

print ePPR for baseline agreement.

Programming Change Requested

Reason for Proposed Change

print ePPR for baseline agreement.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

print ePPR for baseline agreement.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/20/2021 16:17:11	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
07	31451	0721000192	4858A	Los Angeles County Metropolitan Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles	110	R 13.800	R 14.800	Caltrans HQ			
Los Angeles	105	R 0.500	R 18.100	MPO	Element		
				SCAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Philbert Wong			213-418-3137	WongP@metro.net			

Project Title

I-105 Express Lanes - Roadside Toll Collection System (RTCS)

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

Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street. This project will construct the Roadside Toll Collection System (RTCS) needed to operate the I-105 Express Lanes. The scope of work includes the purchase and installation of dynamic message signs to display toll rates and travel time information, toll gantries to read vehicle transponders, enforcement beacons, closed circuit television cameras, pavement detection equipment, fiber optic wiring, and other associated equipment. Once the toll equipment is installed, systems testing and integration will be required.

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:	64,58,62,63	Senate:	32,33,35,26,30	Congressional:	38,40,43,44
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/01/2015	
Begin Environmental (PA&ED) Phase	01/01/2018	01/01/2018
Circulate Draft Environmental Document	05/22/2020	05/22/2020
Draft Project Report	05/22/2020	05/22/2020
End Environmental Phase (PA&ED Milestone)	04/01/2021	05/21/2021
Begin Design (PS&E) Phase	07/01/2022	07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)	12/01/2024	12/01/2024
Begin Right of Way Phase	12/01/2024	12/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	12/01/2024	12/01/2024
Begin Construction Phase (Contract Award Milestone)	01/01/2025	01/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2027	12/01/2027
Begin Closeout Phase	01/01/2028	01/01/2028
End Closeout Phase (Closeout Report)	06/01/2028	06/01/2028

Date 08/20/2021 16:17:11

Purpose and Need

The purpose of the Project is to improve existing congestion and enhance traffic operations and mobility on I-105. Deficiencies include: Current daily traffic demand on some section of I-105 exceed capacity due to heavy traffic both weekdays and weekends; existing traffic of the mixed flow and HOV lanes exceeds capacity, existing HOV facilities are degraded and travel speed is below 45 mph during peak periods.

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

Project Outputs			
Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	16.1
TMS (Traffic Management Systems)	Changeable message signs	EA	20
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	38

Date 08/20/2021 16:17:11

Additional Information

The RTCS will be delivered using a Design/Build/Operate/Maintain (DBOM) contract. In addition, no right of way is needed to construct the RTCS.

Toll gantries (14 total) should be included in the outputs section.

This is a supporting PPR for the RTCS - the actual performance measures are included in the main PPR (I-105 ExpressLanes - Construction).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	0	0	0
			Hours per Capita	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles, Los Angeles	110, 105	31451	0721000192	4858A

Project Title
 I-105 Express Lanes - Roadside Toll Collection System (RTCS)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON			80,000					80,000	Los Angeles County Metropolitan Tra
TOTAL			80,000					80,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			80,000					80,000	
TOTAL			80,000					80,000	

Fund #1:	Local Funds - Toll Backed Revenue Bonds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			80,000					80,000	
TOTAL			80,000					80,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			80,000					80,000	
TOTAL			80,000					80,000	

Complete this page for amendments only

Date 08/20/2021 16:17:11

District	County	Route	EA	Project ID	PPNO
07	Los Angeles, Los Angeles	110, 105	31451	0721000192	4858A

SECTION 1 - All Projects

Project Background

Print ePPR for baseline agreement.

Programming Change Requested

Reason for Proposed Change

Print ePPR for baseline agreement.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Print ePPR for baseline agreement.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

ROAD REPAIR AND ACCOUNTBILITY ACT OF 2017
SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM
PROJECT BASELINE AGREEMENT
I-105 Express Lanes

Exhibit B:
Project Report

To view the entire Project Report documents for the I-105 Express Lanes go to:
<https://www.dropbox.com/sh/g87fayhqryka23c/AABJU4VJyXWDS7YpbqRulhToa?dl=0>