

**Projects Proposed for Programming in the 2018  
Los Angeles State Transportation Improvement Program**

In developing the 2018 RTIP, staff utilized the Evaluative Criteria Framework to ensure that the program of projects proposed satisfies each of the principles the framework sets forth (ATTACHMENT C). Based on that assessment, staff recommends the following:

- The SR-138 Segment 6 is a project that will serve to relieve congestion and enhance safety along the Route 138 Corridor. Programming is proposed for FY 19 for the Construction Phase (\$19.8 million). This project had been previously programmed in FY 17, but was deleted from the 2016 STIP due to negative funding capacity. Funding the 2016 deletions is the highest priority for the CTC and programming this project restores a prior funding commitment.
- The SR-138 Segment 13 is proposed for FY19 and FY23 for Design (\$4 million) and Construction (\$67 million). This project had been previously programmed in FY17, but was deleted from the 2016 STIP due to negative funding capacity. Funding the 2016 deletions is the highest priority for the CTC and programming this project restores a prior funding commitment.
- The SR-138 Segment 4 is proposed for FY19, FY 20 and FY22 for the Project Study and Engineering Phase (\$5.3 million), Right of Way (\$15.7 million) and Construction (\$19 million). This project is the final segment of the SR 138, and completing it will allow the full benefits from the investments across the corridor to be realized.
- The SR-71 is a project that proposes to upgrade 3.2 miles of existing four-lane expressway to an eight-lane freeway on Route 71 from Interstate 10 to Route 60 in Los Angeles County. Programming is proposed for FY21 for the Construction Support Phase (\$20 million).
- The East San Fernando Valley Transit Corridor Project will provide improved north/south transit service in the eastern San Fernando Valley along Van Nuys Boulevard and San Fernando Road. Programming is proposed for FY 21 for the Right-of-Way Phase (\$34.6 million) and for FY22 and FY23 for the Design and Construction Phases (\$72.5 million). The project is expected to be delivered under a design-build contract, and the funding proposed would support the design and construction of the project.
- The Bus Acquisition Project 1 is required to maintain a state of good repair of our bus fleet through a replacement schedule that allows Metro's buses to be retired and replaced after the end of their "useful life" as defined by the FTA. Programming is proposed for FY20 (\$30.2 million). This funding supports the

ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair.

- Programming for the Bus Acquisition Project 2 is proposed for FY23 (\$17.1 million). This funding will fund a scheduled future bus replacement. This project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair.
- Planning, Programming, and Monitoring (PPM) funds are proposed for continuation to fund the planning activities of Metro and is proposed for FY21 (\$4 million), FY22 (\$4 million), and FY23 (\$4 million).

In addition to the projects programmed for Los Angeles County's total target share, staff proposes to establish a second tier to utilize the full Advanced Project Development Element (APDE) target of 25% off the shares forecasted for the next STIP cycle to fund project development activities. Shares will be advanced from the next share period. The following projects are proposed for APDE, Tier II:

- The I-710 Early Action Shoemaker Bridge includes the replacement of the existing bridge and reconfiguration of the associated connector roads to downtown Long Beach. APDE would be proposed for FY19 to fund the Project Study and Engineering Phase (\$14 million).
- The I-605/SR 91 Interchange Improvements Project is being collaborated by the Gateway Cities Council of Governments, the City of Cerritos, and the City of Artesia who are proposing to make improvements on the westbound SR-91 between Shoemaker Ave and the I-605/SR-91 interchange. APDE would be proposed for FY19 to fund the Project Study and Engineering Phase (\$22 million).
- The I-605/I-5 Interchange Improvements Project proposes improvements Florence Ave to Paramount Blvd. APDE would be proposed for FY21 to fund the Project Study and Engineering Phase (\$18.2 million).

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

- The I-405 Crenshaw Blvd Ramp Improvement Project proposes to improve operational conditions on the I-405, and its on-and-off ramps at Crenshaw Boulevard and 182nd Street in Torrance. Programming is proposed for FY22 for the Construction Phase (\$12 million).
- The East San Fernando Valley Transit Corridor Project (see description above) is being proposed to receive additional funding to be programmed for the Construction Phase in FY22 and FY23 for a total of (\$98.5 million).

Additionally, staff is amending the \$4.6 million in prior PPM programming for FY19 to instead be spread over FY19 (\$2.3 million) and FY20 (\$2.3 million) in order to avoid a gap in PPM funding in FY20. The CTC typically views PPM as a high priority for allocation.