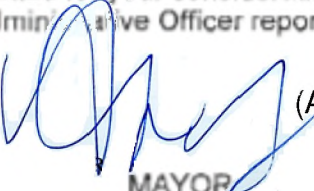


TRANSMITTAL			0220-00210-0252
TO City Council		DATE 6/24/15	COUNCIL FILE NO.
FROM The Mayor			COUNCIL DISTRICT All
<p>Department of Transportation Los Angeles County Metropolitan Transportation Authority /Exposition Line Construction Authority Annual Work Program for Fiscal Year 2014-15</p> <p>Transmitted for your consideration. See the City Administrative Officer report attached.</p> <p> (Ana Guerrero) MAYOR</p>			
MAS:IR:06140043			

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: June 22, 2015

CAO File No. 0220-00210-0252

Council File No. -

Council District: All

To: The Mayor

From: Miguel A. Santana, City Administrative Officer

MAH
MS

Reference: Department of Transportation 2014-15 Metropolitan Transportation Authority and Exposition Line Construction Annual Work Program Report dated January 30, 2015; Mayor referral dated February 9, 2015

Subject: **DEPARTMENT OF TRANSPORTATION - METROPOLITAN TRANSPORTATION AUTHORITY EXPOSITION LINE CONSTRUCTION ANNUAL WORK PROGRAM REPORT FOR FISCAL YEAR 2014-15**

SUMMARY

The Department of Transportation (DOT) requests approval to accept the Metropolitan Transportation Authority's FY 2014-15 (Metro) Annual Work Program and the Exposition Line Construction Authority (Expo) FY 2014-15 Annual Work Program as approved by the Metro Board on October 4, 2014. The 2014-15 Annual Work Program for the Metro and Expo programs approved a total anticipated budget of up to \$25.3 million which includes a total of 22 Metro projects and two Expo projects. The Los Angeles County Metropolitan Transportation Authority (MTA) provides annual funding for the salaries, overtime and expenses of City staff which support these planned projects.

BACKGROUND

The DOT is the lead City department for City services which support transportation construction projects managed by the Metropolitan Transportation Authority Metro and the Exposition Line Construction Authority Expo. The original Master Cooperative Agreement signed by the City and MTA in September 1991 and subsequent Agreement signed in November 2006 for the Design and Construction of Rail and Busway Transit Projects includes a provision that the City assist the MTA by providing engineering, technical, analytical and administrative support services with respect to building and safety, landscaping, transportation, civil engineering, illumination engineering, public works inspections, fire/life safety inspection, police protection and other areas deemed necessary to successfully implement construction of these projects. Specific examples of work activities include design review for engineering, street lighting, landscaping and, architectural and irrigation plans to ensure compliance with City design standards, development of construction plans and construction support, project coordination, and worksite traffic control plans.

STAFF SUPPORT AND FUNDING

Each year, the Metro and Expo Annual Work Program allocates funding to support the City's costs associated with implementation of their anticipated projects. The 2014-15 Metro and Expo Annual Work Program provides up to \$25.3 million for anticipated expenditures and was approved by the Metro Construction Committee in September 2014 and the Metro Full Board in October 2014. The list of projects are provided in the attached DOT report and include a brief summary of each project and anticipated cost per department.

The 2014-15 Proposition C Adopted Budget provides position authority and funding for anticipated projects citywide. A total of \$9.021 million in front funding for salaries, related costs overtime and expenses is provided for the following departments which provide Metro and Expo related services: General Services, Bureau of Contract Administration, Bureau of Engineering, Bureau of Street Lighting, Bureau of Street Services and DOT. Positions within the Los Angeles Police Department, the Los Angeles Fire Department and the Emergency Management Department which also support the Metro and Expo Annual Work Program are front funded by the General Fund and reimbursements received are deposited back into the General Fund.

This annual report is for informational purposes and provides a summary of all Metro and Expo projects in construction and the total approved allocations by the Metro Board.

RECOMMENDATIONS:

That the City Council, subject to the approval of the Mayor:

1. Instruct all City departments participating in the Metro and Expo Annual Work Program to establish the proper accounting controls and work with the DOT Accounting to facilitate the reimbursements of all eligible expenditures;
2. Instruct DOT to invoice both the Metro and the Expo Authority on behalf of the City all eligible expenditures and deposit any reimbursements into the appropriate fund and revenue source to be determined;
3. Instruct all City departments to provide to DOT Accounting any work authorizations for projects received from Metro and Expo, so that DOT can invoice as needed for full reimbursement of direct and indirect costs and credit to the appropriate fund and revenue source, as appropriate;
4. Authorize City staff to accept Metro and Expo work authorizations for projects not listed in the DOT Report Attachment - Table 1 as long as additional appropriations are not required;
5. Authorize City staff to work on the implementation of the Metro projects up to an amount of \$21,502,185 in the DOT Report Attachments - Table 1 and 2;

6. Authorize City staff to work on implementation of the Exposition projects totaling up to an amount of \$3,795,000 in the DOT Report Attachments - Table 1 and 2; and,
7. Authorize the DOT to make any technical adjustments as necessary and consistent with the Mayor and Council actions on this matter, subject to the approval of the CAO, and request the Controller to implement these instructions.

FISCAL IMPACT STATEMENT

The Los Angeles County Metropolitan Transportation Authority (Metro) and the Exposition Line Construction Authority (Expo) have agreed to reimburse the City up to \$25.3 million for its work on the 2014-15 Metro and Expo Annual Work Program. The 2014-15 Adopted Budget provides position authority and front funding within the Proposition C Anti-gridlock Transit Improvement Fund through the annual budget process. There is no impact to the General Fund as all costs associated with this program are fully reimbursed. These recommendations are in compliance with the City's Financial Policies in that on-going revenue is used for on-going expenditures

MAS:IR:06150173

Attachments

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: January 30, 2015

TO: Honorable Eric Garcetti, Mayor
City of Los Angeles
Attention: Mandy Morales

FROM: Seleta J. Reynolds, General Manager
Department of Transportation

**SUBJECT: REQUEST FOR APPROVAL TO ACCEPT THE METROPOLITAN TRANSPORTATION
AUTHORITY AND EXPOSITION LINE CONSTRUCTION ANNUAL WORK PROGRAM FOR
FISCAL YEAR 2014-2015**

The Los Angeles Department of Transportation (LADOT) is the lead department for City services that support transportation construction projects managed by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Exposition Metro Line Construction Authority (Expo). LADOT and other City departments annually enter into individual agreements with Metro and Expo for the implementation of specific projects. These agreements comprise the "Metro and Expo Annual Work Program."

For Fiscal Year 2014-15, Metro and Expo Annual Work Program costs are anticipated to be up to a total of \$25.3 million. That is, Metro and Expo have agreed to reimburse the City 100 percent of its costs, including the City's indirect costs, up to \$25.3 million for anticipated expenditures on 24 different projects. Of these 24 projects, Metro has provided authorization for City staff to work on 22 projects and Expo has provided authorization for City staff to work on two projects. These projects are summarized in Table 1 of the attachments.

The 2014-15 Adopted Budget provides the position authorities that perform the services related to the Metro and Expo Annual Work Program. A total of 54 resolution authority positions are authorized as follows: two positions in the Bureau of Contract Administration; 20 positions in the Bureau of Engineering; 7 positions in the Bureau of Street Lighting; 8 positions in the Bureau of Street Services; and, 17 positions in LADOT.

LADOT recommends approval to accept the 2014-15 Metro and Expo Annual Work Plan as summarized in Table 1 of this report and that the Mayor direct City staff to perform the required work, as authorized by the Metro and Expo.

Because projects and various phases of projects may start throughout the fiscal year, Metro and Expo may provide additional work authorizations for additional projects before the end of this fiscal year. If these additional work authorizations are provided by Metro and Expo, LADOT recommends that City Departments be authorized to enter into these additional agreements as long as the additional work authorizations do not require additional appropriations. LADOT will report on these additional projects in the next fiscal year.

RECOMMENDATIONS

LADOT recommends that the City Council, subject to approval of the Mayor:

- 1) Instruct all City departments participating in the Metro and Expo Annual Work Program to establish the proper accounting controls and work with LADOT Accounting to facilitate the reimbursements of all eligible expenditures;
- 2) Instruct LADOT to invoice both the Metro and the Expo Authority on behalf of the City all eligible expenditures and deposit any reimbursements into the appropriate fund and revenue source to be determined;
- 3) Instruct all City departments to provide to LADOT Accounting any work authorizations for projects received from Metro and Expo, so that LADOT can invoice as needed for full reimbursement of direct and indirect costs and credit to the appropriate fund and revenue source, as appropriate;
- 4) Authorize City staff to work on the implementation of the Metro projects totaling a not to exceed amount of \$21,502,185 in Tables 1 and 2, attached to this report;
- 5) Authorize City staff to work on implementation of the Exposition projects totaling a not-to-exceed amount of \$3,795,000 in Tables 1 and 2, attached to this report;
- 6) Authorize the CAO to process any necessary technical corrections to implement the actions authorized by the City Council and approved by the Mayor;
- 7) Authorize City staff to accept Metro and Expo work authorizations for projects not listed in Table 1 as long as additional appropriations are not required; and,
- 8) Instruct LADOT to report on the 2014-15 Metro and Expo Annual Work Program expenditures in its 2015-16 Metro and Expo Annual Work Program Report.

DISCUSSION

The information contained in this report is based on agreements between individual City departments, Metro and Expo. Salaries within the Department of Public Works (DPW), LADOT, and the General Services Department (GSD) have already been provided through the City's current year Adopted Budget. Salaries for these positions are front-funded by Proposition C and reimbursements received for the work provided by these positions are deposited back into the Proposition C Fund. Positions that support this Annual Work Program within the Los Angeles Police Department, the Los Angeles Fire Department and the Emergency Management Department are front-funded by the General Fund and reimbursements received for the work provided by these positions will be deposited back into the General Fund.

Should any overtime work with the requisite funding be needed for the Metro and Expo Annual Work Program in the current fiscal year, requests will be submitted by the various departments through the City Administrative Officer's Financial Status Reports, as needed. These costs will be reimbursed by Metro and Expo for work performed on their respective projects.

Informational Update on Prior Year Project List

Last fiscal year, LADOT reported that the 2013-14 Metro and Expo Annual Work Program was comprised of 17 projects, totaling a not-to-exceed amount of \$23.6 million (C.F. 13-1719). Subsequent to the approval of that report, Metro issued work authorizations for two additional projects which were added to the Work Program. Because additional appropriations were not necessary, and City services were provided within budgeted resources, approval to perform this work was not necessary. However, in order to apprise the Mayor and Council of these additional projects, the following is provided for informational purposes:

- Metro issued a \$57,400 work authorization to the Bureau of Street Lighting for the Metro Blue Line Crossing Lighting project
- Metro also issued a \$33,300 work authorization for the Metro Left Turn Gate Project

FINANCIAL IMPACT

City services related to the 2014-15 Metro and Expo Annual Work Program are anticipated to cost up to \$25.3 million for a total of 24 projects. Metro and Expo have agreed to reimburse the City for these costs, including salaries, overtime, and related costs for City staff to work on projects included in this Annual Work Program (see attachments). There are no impacts to the General Fund, as all direct and indirect costs are fully reimbursable, billed appropriately and reimbursed.

SJR:SH:WDH:mo

Tables 1, 2

c: Miguel Santana, City Administrative Officer

TABLE 1
FY15 CITYWIDE SUMMARY OF METRO AND EXPO PROJECTS BY DEPARTMENT/BUREAU

No.	Project	Project #	Contingency	BCA	BOE	BOS	BSS	BSL	EMD- Cross Coord Supt	GSD	LADOT	LAFD	LAPD	Total
1	Bob Hope Airport Station		\$ 47,515											\$ 47,515
2	Crenshaw/LAX Transit	865512		\$ 789,126	\$ 1,150,000	\$ 129,668	\$ 314,697	\$ 1,391,309	\$ 319,263	\$ 135,668	\$ 1,351,244		\$ 57,065.00	\$ 5,638,040
3	Division 13 (AKA Metro) Union Division Development	202001		\$ 30,690	\$ 112,000		\$ 62,349	\$ 51,448			\$ 197,094			\$ 453,581
4	Eastside Access	460300					\$ 2,106,597	\$ 1,124,649			\$ 105,245			\$ 3,336,491
5	Eastside Grade Crossing Improvements	460202			\$ 55,000		\$ 26,313				\$ 97,710			\$ 179,023
6	East San Fernando Valley North-South Bus Rapidway-Environmental Stage	465521	\$ 100,000											\$ 100,000
7	Fire, Life, Safety	Various										\$ 563,067		\$ 563,067
8	Green Line LAX Station-Environmental	460303	\$ 100,000											\$ 100,000
9	Green Line South Bay Extension-Environmental	460304	\$ 100,000											\$ 100,000
10	I-405 Widening (AKA I-405 HOV Sepulveda Pass Widening)	405523		\$ 745,658	\$ 560,000	\$ 3,442	\$ 270,701	\$ 471,821	\$ 119,594		\$ 673,903			\$ 2,845,119
11	Metro Blue Line Canopy	205063					\$ 35,491				\$ 60,436			\$ 95,927
12	Metro Blue Line Pedestrian/Swing Gates	205063			\$ 80,000		\$ 67,145				\$ 38,388			\$ 185,533
13	Metro Orange Line Extension (aka Canoga Station Orange Line)	800119	\$ 110,000											\$ 110,000
14	Pasadena (Transit) Plaza	202317		\$ 43,709	\$ 160,000		\$ 28,766	\$ 51,448			\$ 63,111			\$ 347,034
15	Raymer to Bernson Double Track	460081	\$ 64,000											\$ 64,000
16	Regional Connector	860228		\$ 421,582	\$ 800,000	\$ 115,670	\$ 388,747	\$ 187,885	\$ 206,851		\$ 1,083,170		\$ 22,848.00	\$ 3,226,753
17	San Fernando Valley I-405 Corridor - Environmental	460305	\$ 100,000											\$ 100,000
18	Universal Pedestrian Bridge	809082		\$ 42,266	\$ 70,000		\$ 47,961	\$ 81,744			\$ 69,523			\$ 311,494
19	Universal West Entrance	204122		\$ 42,266	\$ 100,000		\$ 58,752	\$ 30,095			\$ 58,020			\$ 289,133
20	Van Nuys Platform	460080	\$ 30,000											\$ 30,000
21	West Santa Ana Branch-Environmental	460201	\$ 100,000											\$ 100,000
22	Westside Subway Extension	865518		\$ 258,862	\$ 900,000	\$ 115,750	\$ 249,523	\$ 310,621	\$ 159,613	\$ 190,645	\$ 1,071,613		\$ 22,848.00	\$ 3,279,475
	Total FY 15 Metro AWP		\$ 751,515	\$ 2,374,159	\$ 3,987,000	\$ 364,530	\$ 3,657,042	\$ 3,701,020	\$ 805,321	\$ 326,313	\$ 4,869,457	\$ 563,067	\$ 102,761	\$ 21,502,185

23	Expo Phase 2 FY15 Annual Work Plan (Expo Light Rail Transit Phase I and Phase II)	Various		\$ 800,000	\$ 720,000	\$ 21,000	\$ 240,000	\$ 270,000		\$ 100,000	\$ 925,000	\$ 118,000	\$ 56,000.00	\$ 3,250,000
24	Expo Phase 2 Bikeway FY15 Annual Work Plan			\$ 59,450	\$ 150,000		\$ 184,500	\$ 101,950		\$ 49,100				\$ 545,000
	Total FY15 EXPO AWP Budget			\$ 859,450	\$ 870,000	\$ 21,000	\$ 424,500	\$ 371,950	\$ -	\$ 149,100	\$ 925,000	\$ 118,000	\$ 56,000	\$ 3,795,000

	Total FY15 MTA & EXPO AWP Budget		\$ 751,515	\$ 3,233,609	\$ 4,857,000	\$ 385,530	\$ 4,081,542	\$ 4,072,970	\$ 805,321	\$ 475,413	\$ 5,794,457	\$ 681,067	\$ 158,761	\$ 25,297,185
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Table 2 FY15 Metro and Expo Project Descriptions

No.	Project Name	Assigned Proj. No.	Project Description
1	Bob Hope Airport Station AKA Bob Hope Airport-Hollywood Way Metrolink Station	N/A	A contingency budget has been approved by MTA if it decides to request support services from the City of Los Angeles. The Bob Hope Airport-Hollywood Way Metrolink Station will provide connectivity between regional rail network and regional airport system, increased access to the airport, and reduced vehicles trips to the airport.
2	Crenshaw/LAX Light Rail Transit Corridor (aka Crenshaw Corridor)	865512	Metro is planning to build an 8.5-mile light rail transit line between the Exposition Line and the Metro Green Line along Crenshaw Boulevard, the Harbor Subdivision right-of-way and Aviation Boulevard, with several underground and aerial grade separations along the alignment. The overall budget for this project is \$1.75 million. City staff is expected to review preliminary engineering, final design, review alignment and worksite traffic control plans, review 100% project engineering street improvement plans for the Crenshaw Boulevard area, review and prepare street lighting design plans, provide construction support, coordinate project, and attend meetings, provide construction plan review including Stormwater Urban Stormwater Mitigation Plans (SUSMP) & Low Impact Development (LID) for stormwater management, review final utility relocation plans and advance relocations if necessary, for non-City utilities, review of Environmental Study Report and design submittals on street and landscape in the City's right-of-way, review of engineering drawings including traffic signals, signing and striping, worksite traffic control plans, fire service to the area surrounding the closure of the 405 freeway, reviewing transit project relating to security, develop contingency plans in LAPD areas, address citizen complaints regarding construction activities, including noise abatement and provide coordination for the project and construction inspection.

3	Division 13 (AKA Metro) Union Division Development	202001	<p>The Division 13 Bus Maintenance and Operations facility will serve as a bus maintenance, operations, and service facility located in downtown Los Angeles, designed to accommodate a fleet of 200 CNG buses, with a multi-level structured parking garage, maintenance building, bus and non-revenue vehicle fueling, bus and non-revenue vehicle washing, chassis wash, and maintenance and transportation offices and support areas with 397 parking spaces. Project is located at Vignes Street and Cesar E. Chavez Avenue in northeast Los Angeles. The project will be constructed on existing MTA properties, located at the northeast corner of East Cesar Chavez Av. and Vignes St. Division 13's primary architectural concept addresses the two major street facades of the facility with one palette of materials reflecting two separate conditions of movement. The Cesar Chavez elevation uses architectural panels to screen bus parking and circulation ramps, reflecting the high speed automobile activity that defines western American cities. At night, the façade's focus shifts to highlight the functional movement of buses. The Vignes St. elevation addresses a slower, pedestrian scale appropriate to its urban setting and will encourage the public to utilize the urban plaza adjacent to the intersection of the two streets. The transportation building resides in front of the two story garage and is placed adjacent to the street to accommodate a need to screen operational functions while promoting a walkable, urban environment. The project delivery method is Design-Bid-Build.</p>
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4	Eastside Access	460300	<p>Metro is planning to improve pedestrian and bicycle access to the Metro Gold Line Eastside Extension. Project funding is expected to be \$30 million, but it is still in the preliminary planning stages. City staff will provide preliminary engineering support, provide landscape architectural and civil engineering services per general Bureau of Street Services "design-build" practice. The design shall be based on a set of 30% preliminary design plans provided by the MTA. BSS will not provide project management and the work will not include community outreach, environmental evaluation, easement acquisition, or other preliminary design related efforts. The Bureau of Street Lighting will prepare street lighting design, provide construction support, coordinate project and attend meetings. DOT will review engineering design, including worksite traffic control, striping and signage, traffic signals for submittals and drawings, provide construction support and project coordination adherence to contract documentation.</p>
5	Eastside Grade Crossing Improvements	460202	<p>The eastside extension is a six-mile light rail transit (LRT) project which extends the Metro Gold Line from Downtown Los Angeles at Union Station and continues east to the terminus near the intersection of Atlantic Avenue and Pomona Boulevard. For approximately four miles of the alignment, the light rail trains operate in a center median separated from adjacent vehicular traffic by a six-inch high curb. Where at-grade intersection crossings occur, the movement of trains, vehicles, and pedestrians are controlled by traffic. Additional grade crossing improvements along the Metro Gold Line Eastside Extension including items such as trial demonstrations of in-roadway waning lights at some intersections, traffic signal timing refinements at selected intersections to further discourage illegal left turns, or to separate pedestrian signal phases from vehicle turn signal phases at selected locations to eliminate pedestrian uncertainty, and enhanced signage at strategic locations to further discourage illegal left turns.</p>

6	East San Fernando Valley North/South Bus Rapidways- Environmental Stage	465521	<p>The project consists of four north-south transit corridors: Reseda Boulevard between Ventura Boulevard and Devonshire Street; Sepulveda Boulevard between Ventura Boulevard and the SR-118 Freeway; Van Nuys Boulevard between Ventura Boulevard and Glenoaks Boulevard; and Lankershim Boulevard/San Fernando Road between Ventura Boulevard and the City of San Fernando. Metro's Long Range Transportation Plan designates \$170 million for the project, with a completion date of 2018. Metro has provided the City with \$900,000 in state Traffic Congestion Relief Program funds since 2007 to pay for City staff work on the project. The corridors have been divided into two projects: the Reseda, Sepulveda and Lankershim/San Fernando corridor improvements will be environmentally cleared together, probably with a Negative Declaration/Finding of No Significant Impact (FONSI), while the Van Nuys corridor will be further studied in an Alternatives Analysis and EIS/EIR. Consultants have been retained by Metro and are starting work on both projects. City staff is expected to continue providing support for environmental clearance and public outreach for all four corridors.</p>
7	Fire-Life Safety	Various	LAFD, LAPD and EMD support of all Metro projects.
8	Green Line-LAX Station- Environmental	460303	<p>The Green Line LAX Extension will complete the rail connection linking the Metro Green Line Aviation Station and Los Angeles International Airport. Plans call for it to utilize either a people mover system that would link to the existing Aviation Station or link to one of a number of proposed Metro Green Line extension alignments. The project is an adjunct to the companion Crenshaw/LAX Transit Corridor project. Metro is currently soliciting bids for the planning, engineering and design work for the rail project to connect the Metro Green Line Aviation Station and LAX. City staff will review street lighting design, provide construction support, coordinate project, and attend meetings as they are scheduled.</p>

9	Green Line South Bay Extension-Environmental	460304	<p>Metro is conducting an environmental review of the South Bay Metro Green Line Extension. This study will examine options for extending rail service from the Green Line into the South Bay as far as Torrance. The existing stub connection at the Green Line at Aviation will be used to connect to the Crenshaw Light Rail Line, and also include a transfer point to connect to the Green Line. Measure R provides \$272 million for the South Bay Metro Green Line Extension, partial funding for a rail extension to Redondo Beach with a possible connection to Torrance. City staff is not expected to do any substantive work on this project beyond periodic meetings during the Fiscal Year.</p>
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10	I-405 Widening (AKA I-405 HOV Sepulveda Pass Widening)	405523	<p>Due to heavy traffic congestion and above average traffic collision rates along the 10 mile stretch of the I-405 between the I-10 and the US-101, the I-405 Sepulveda Pass Widening Project was created to widen the freeway and build north-bound High Occupancy Vehicle (HOV) lanes along this stretch of the I-405. This project is managed by the Los Angeles County Metropolitan Transportation Authority (MTA), with the California Department of Transportation (Caltrans) providing project oversight. The Interstate-405 Sepulveda Pass Improvements Project will widen the I-405 Freeway between National Boulevard and Greenleaf Avenue; add a northbound HOV lane; realign sections of Sepulveda Boulevard between Montana Avenue and Getty Center off-ramps; realign the Valley Vista/Sepulveda off-ramp; replace and widen freeway overpasses at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive; widen 12 freeway underpasses; and improve freeway interchanges at Wilshire Boulevard, Getty Center Drive, Sunset Boulevard and Skirball Center Drive. These improvements of supporting infrastructure will improve travel time on the San Diego Freeway while widening existing lanes to the Santa Monica Freeway (I-10) and Ventura Freeway (U.S.-101). The approximate length of this project is 10 miles, and the overall budget is \$950 million. City staff is expected to continue engineering design reviews, including work site traffic control, striping and signage, traffic signals for submittals and drawings, provide construction oversight and support, prepare signal timing charts and controller packages, attend meetings, and project coordination in adherence to contract documentation, provide plan review, sewer cleaning, closed circuit television, and SUSMP/LID services, review street and landscape plan submittals; issue tree and street closure permits; construction inspection, reviewing transit project relating to security, develop contingency plans in LAPD areas, address citizen complaints regarding construction activities, including noise abatement, and coordination for the overall project.</p>
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11	Metro Blue Line Canopy	205063	As part of the ongoing work to upgrade Metro Rail's Blue Line, stations south of Willow St Station, new lighting, tile, paint, audio/visual system maintenance and canopy extensions will be completed.
12	Metro Blue Line Pedestrian/Swing Gates	205063	After 23 years of service transporting riders between Long Beach and Downtown Los Angeles, the Metro Blue Line is getting a well-deserved \$1.2 billion dollar overhaul. Work includes new tracks, improved stations, refurbished rail cars and more. Work is being arranged during the six-year program to minimize customer inconveniences.

13	Metro Orange Line Extension aka Canoga Station Orange Line aka Canoga Extension- Orange Line	800119	<p>Metro is extending the existing Orange Line Busway four miles north from its current terminus at the Canoga Station near Canoga Boulevard and Victory Boulevard to the Chatsworth Station between Devonshire Street and Lassen Street. The alignment utilizes the abandoned rail right-of-way paralleling Canoga Avenue and will cross by bridge over Lassen Street and the Metrolink tracks into the Chatsworth Station. The project will improve north-south mobility in the western San Fernando Valley, connecting Metro Orange Line with Metrolink, offering faster travel times, improved bus connections, and provide better access to Los Angeles destinations. The overall budget for this project is \$182 million. City staff is expected to review street lighting design, provide construction support, coordinate and review engineering drawings and RFI's including traffic signals, signing and striping, worksite traffic control plans, signal timing charts and signal controller packages, construction oversight and inspection of LADOT facilities; provide TCO support (testing), pre-ROD testing, attend meetings, continue final design review, including SUSMP & LIP, construction management, provide construction inspection, review final design and signoff of submittals on street and landscape designs in the City's right-of-way, finalizing license agreement, street closures, reviewing transit project relating to security, develop contingency plans in LAPD areas, address citizen complaints regarding construction activities, including noise abatement and coordination for the project.</p>
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14	Patsaouras Transit Plaza	202317	City staff is expected to review street, storm drain, sewer, and utility packages, review environmental documents, preliminary traffic signal, signing and striping, work traffic control plans, support construction, construction plan review including SUSMP & LID, review street and landscape plans; provide project coordination and review agreement, attend meetings, and review preliminary traffic signal, signing, striping and worksite traffic control plans for this Union Station-related project.
15	Raymer to Bernson Double Track	460081	The Raymer to Bernson Double Track Project constructs 6.4 miles of mainline track; installs safety improvements to nine roadways at-grade crossings; constructs a double-track bridge over Bull Creek and a second single-track bridge over Limekiln Creek; constructs a second side platform and a pedestrian underpass at the Northridge station; improves travel times and intercity connectivity for passengers along the Ventura Subdivision and Amtrak's Pacific Surfliner corridor.

16	Regional Connector	860228	<p>The Regional Connector is a 1.9-mile light rail transit line in a fully-underground alignment, which will allow light rail passengers to ride through downtown Los Angeles without transferring or changing trains to travel to points beyond downtown, running underground through Downtown LA between the 7th Street Metro Station and First Street/Alameda Street, then surface to cross aerially over Commercial Street and the I-101 Freeway to Union Station. The project will link the Metro Gold, Metro Blue, and Metro Exposition light rail lines through downtown Los Angeles. The existing, at-grade Little Tokyo Station for the Metro Gold Line Eastside Extension will be replaced with an underground station at the southwest corner of First Street/Alameda Street to serve both LRT lines. The Regional Connector will improve the connectivity of the regional transit network so that travelers will be able to travel in north-south or east-west directions without transfers, LRT riders will be able to travel east-west between East Los Angeles and Santa Monica without transferring and north-south between Claremont and Long Beach without transferring. The overall cost for the project is \$1.36 billion; Measure R will provide \$160 million. Metro is currently preparing the Final EIS/EIR and initiating preliminary engineering for the project. City staff is expected to review environmental documents and preliminary traffic signal, signing and striping, work traffic control plans, construction of LADOT facilities; review conceptual plans, support project engineering, review 65% advance conceptual level right of way and street improvement plan submittals, final utility relocations plan review, advance relocations if necessary for non-City utilities, construction plan review for SUSMP & LID, prepare street lighting design, provide construction support, review design submittals on street and landscape in the City's right-of-way, issue street closure permits, coordinate project, attend meetings, review traffic signal, striping and signage plans and worksite traffic control plans, provide construction inspection and fire service to area surrounding the Regional Connector, reviewing transit project relating to security, develop contingency plans in LAPD areas, address citizen complaints regarding construction activities, including noise abatement.</p>
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17	San Fernando Valley (SFV) I-405 Corridor Connection-Environmental	460305	This early-stage project proposes a transit corridor through the Sepulveda Pass to connect the San Fernando Valley and Westside. Modal alternatives include light rail, bus rapid transit service on the I-405 HOV lanes, peak period bus lanes along the freeway shoulders, and a transit/toll HOV facility. Routes under consideration include the I-405 Freeway, Sepulveda Boulevard and Van Nuys Boulevard, and the alignment could include at-grade, aerial and underground segments. Measure R earmarks \$1 billion for this project.
18	Universal (City/Studio City Station) Pedestrian Bridge	809082	Located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, the bridge will provide a safe and convenient pedestrian access in the area surrounding the Metro Red Line Station and the Universal Studios Tram Stop. This project facilitates access to all 3 corners of Lankershim and Campo De Cahuenga intersection for safer travel, with plazas fitted with escalator, stair and elevator facilities at these corners, visually light and transparent architectural appearance, enhanced safety with elimination of pedestrian traffic across Lankershim and minimized traffic at Universal Terrace Drive, pedestrian lighting along the entire length of the bridge and at plaza levels, open air "roofless design" (escalator and stairs will be covered), providing greater relief of traffic congestion.

19	Universal West Entrance	204122	<p>Metro Red Line MRL to Metro Orange Line MOL West Entrance at North Hollywood Station is a proposed underpass which will provide intermodal safe pedestrian connections between existing bus and rail transit MRL/MOL at the North Hollywood Station. The underpass will be completely grade separated from Lankershim Boulevard's heavy traffic. The existing northwest Knock Out Panel will be opened to access the existing Station North mezzanine level. Left turn pocket to Chandler Boulevard North will be removed during construction. Remove the East Crosswalk and restripe the southbound traffic lanes to provide two thru traffic lanes from Chandler North to Chandler South. Add new 20' wide crosswalks at Lankershim Boulevard and at Chandler Boulevard North. Add K-rail with fence, crash cushion and traffic control signage at the southbound Lankershim Blvd. for traffic control and a temporary signal at the Chandler North Intersection.</p>
20	Van Nuys (North) Platform	460080	<p>The multi-agency project (LADOT, Amtrak, Metrolink, METRO, Caltrans) will build a new platform to serve two tracks to meet increasing rail demands for the Van Nuys Station, which serves both Amtrak and Metrolink passengers. Provides safe pedestrian access through a grade separated pedestrian crossing, improves travel times for intercity and commuter rail services, and improves train operational reliability and on-time performance. Project shares tracks with UPRR and an adjacent rail yard, serves 32 trains per weekday, with an 800 foot station platform, single track station and bus services (DASH, Amtrak Thruway onsite and Metro stops on Van Nuys Boulevard). A second side platform is proposed north of the existing track and extends the existing platform. A new pedestrian underpass will be constructed as an ADA-accessible platform. Project includes upgrade of variable message signs and public address systems.</p>

21	West Santa Ana Branch Transit Corridor- Environmental	460201	<p>This early-stage project is planned to run along a 20-mile rail right-of-way between the Cities of Santa Ana and Paramount and between Paramount and Union Station in Downtown LA. It is included in the 2008 Regional Transportation Plan and in Metro's Long Range Transportation Plan. There is \$240 million in Measure R funding available for the project starting in 2015-17. Several modes and alignments are currently under study, including bus rapid transit, light rail transit and maglev (magnetic levitation rail.) City staff will attend periodic meetings and construction plan review including SUSMP & LID, continuing to advise SCAG and Metro staff on alignments and modes within the LA City limits.</p>
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22	Westside Subway Extension AKA Purple Line	865518	<p>This is the long-envisioned subway to the Westside, a high-priority, heavy rail project which will extend the Metro Purple Line 9 miles west under Wilshire Boulevard from Western Avenue to the Westwood Veterans Administration Campus west of the I-405. The project is expected to cost \$5.2 billion if completed in 2022; Measure R will provide \$4 billion. Metro is preparing the Final EIS/EIR and has initiated preliminary engineering. City staff is expected to provide support for project engineering, review 65% ACE level plan and profile plans, review environmental documents, station area plans, utility relocation plans, construction plan review, including SUSMP & LID, review design submittals on street and landscape in the City's right-of-way, haul routes approval, review of environmental documents and preliminary traffic signal, signing and striping, work traffic control plans, review street lighting design, provide construction support, coordinate project, attend meetings, provide preliminary traffic signal, striping, signage plans, and worksite traffic control plans and fire service to the area surrounding the project, reviewing transit project relating to security, develop contingency plans in LAPD areas, address citizen complaints regarding construction activities, including noise abatement.</p>
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23a	Expo Light Rail Transit (LRT)- Phase I (AKA Eastside LRT Phase I)	<p>The Exposition Construction Authority is currently building this 9.6-mile light rail transit project, the first to connect Downtown LA with the Westside and Culver City. The Eastside Extension LRT –Phase I service extends southerly from Union Station in downtown Los Angeles, crossing the 101 Freeway via a newly constructed overpass, returning to grade on Alameda Street south of Commercial Street. The line continues along the east side of Alameda Street to 1st Street, turning down the center of 1st Street. The line continues along the center of 1st Street, crossing the 1st Street Bridge to Gless Street where it travels underground via a newly constructed tunnel below 1st Street to Lorena Street. It is a mostly at-grade line that begins at the 7th Street/Metro Center Station, runs south along Flower Street on the existing Metro Blue Line tracks to Washington Boulevard, continues south at-grade along Flower Street over the I-110 Freeway, and then tunnels under Jefferson Boulevard and Figueroa Street to Exposition Park. The rail alignment returns to the surface at Lorena Street, continues on 1st Street to Indiana Street, and turns southerly along Indiana Street to 3rd Street where it turns easterly along 3rd Street to the end at Atlantic Boulevard and Beverly Boulevard in the County of Los Angeles. This \$900 million Gold Line Eastside Extension LRT project opened to the public in November 2009. Bureau of Engineering manages a separate contract to widen the 1st Street Bridge to maintain the existing number of traffic lanes on either side of the new Gold Line rail alignment. From there, it runs west at-grade via the Exposition rail right-of-way to Culver City, with aerial grade separations and stations at La Brea Avenue and La Cienega Boulevard. Ten new stations will be sited along the Expo right of way. The overall budget for this project is \$930 million. City staff will review street civil and landscape final plan submittals, review street lighting design, provide construction support, fire service, reviewing transit project relating to security, develop contingency plans in LAPD areas, address citizen complaints regarding construction activities, including noise abatement, coordinate project and attend meetings, conduct inspections and continue to support testing in preparation for the revenue operations. Final inspections will be performed for all segments.</p>
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23b	Expo Light Rail Transit (Expo LRT)-Phase II	<p>Phase II of the project will run from the Venice Boulevard/Robertson station in Culver City to Santa Monica along the Exposition right-of-way, with aerial grade separations at Venice Boulevard, Sepulveda Boulevard, Sawtelle Avenue, Pico Boulevard, Bundy Drive and Centinela Avenue. The overall budget for this project is \$1.5 billion. City staff is expected to attend design coordination and comment resolution meetings, review engineering Phase II pertinent design drawings 60%, 85%, 100% and AFC submittals, final design, and worksite traffic control plans and provide coordination for the overall project. City staff will review requests for potholing and utility relocation work in preparation for final design and construction, review plan submittals (60%, 85%, 100%) on street civil and landscape, issue citations, review haul routes, issue overload permits in the City's right-of-way, review street lighting design, provide construction support, coordinate project, fire service, reviewing transit project relating to security, develop contingency plans in LAPD areas, address citizen complaints regarding construction activities, including noise abatement, attend meetings and provide support for Phase II and Venice Boulevard Underpass (VBU) construction, including SUSMP & LID for FY12. In FY15, the City will provide support of the design and construction of the Phase 2 Expo Corridor LRT through design review, coordination, and construction inspection, funded by the Authority funds through the Master Cooperative Agreement between the Exposition Metro Line Construction Authority and the City. The Authority has approved a budget of \$3.25 million, but the City submitted a budget of \$3.65M. The City and Authority agreed to evaluate the budget mid-year and perform an adjustment, if needed. The project is expected to be within the Life-of-Project budget of \$20.4 million for the City of L.A.</p>
24	Expo Phase 2 Bikeway	<p>City staff will review plan submittals on street civil and landscape, issue citations, review haul routes, and issue overload permits in the City's right-of-way for the Expo Phase 2 Bikeway. In FY15, City will provide support during the design and construction of the Phase 2 Exposition Bikeway Project, in the form of design review, coordination, and construction inspection.</p>