

SEVENTH REVISED TASK ORDER NO. 6
OVER
AGREEMENT FOR PROFESSIONAL CONSULTANT SERVICES – RFQ 694-18
SERVICE GROUP CATEGORY 1 – ROADWAY AND STRUCTURES ENGINEERING

DATED JANUARY 23, 2019

BETWEEN

THE CITY OF LANCASTER, "OWNER"
AND
KIMLEY-HORN AND ASSOCIATES, INC. "CONSULTANT"

PROJECT TITLE: Lancaster Health District (formerly Medical Main Street), Project ID# F9131 (Reference PWCP 20-006)

PROJECT DESCRIPTION: Prepare Plans, Specifications, and Estimates (PS&E)

SCOPE OF WORK: Per Attached Exhibit "1", Scope of Services

PERIOD OF SERVICES: Per Attached Exhibit "2", Schedule

COMPENSATION
FOR SERVICES: Per Fee Schedule - Not to Exceed \$3,765,151.00

"OWNER"

"CONSULTANT"

CITY OF LANCASTER

KIMLEY-HORN AND ASSOCIATES, INC

By: _____
Jason Caudle
City Manager

By: _____
Robert Blume
Vice President

Date: _____

Date: _____

Approved by Dept. Head: _____

APPROVED AS TO FORM:

Allison E. Burns, Esq.
City Attorney

EXHIBIT “1”

SCOPE OF SERVICES

The work to be performed under this task order shall include:

- A. Task Order 6 –Scope of Services
- B. Revised Task Order 6 – Scope of Services
- C. Second Revised Task Order 6 – Scope of Services
- D. Third Revised Task Order 6 – Scope of Services
- E. Fourth Revised Task Order 6 – Scope of Services
- F. Fifth Revised Task Order 6 – Scope of Services
- G. Sixth Revised Task Order 6 – Scope of Services
- H. Seventh Revised Task Order 6 - Scope of Services

EXHIBIT 1-A: SCOPE OF SERVICES

PROJECT BACKGROUND, DESCRIPTION, AND LOCATION

The City of Lancaster, in partnership with the Antelope Valley Hospital, will construct approximately 1.75 miles of new complete streets to alleviate burden to existing arterial network, whilst providing necessary access to existing and proposed medical facilities. The project is funded by the Los Angeles County Metropolitan Transportation Authority (LACMTA) 2015 Call for Projects.

Project limits are within the City of Lancaster near the Antelope Valley Hospital and surrounding area. The project area is bounded by 13th Street West to the east, Avenue J to the north, 20th Street West to the west, and the Antelope Valley Freeway (SR-14) and Avenue J-8 to the south. The proposed improvements will improve service to the region that serves the Antelope Valley Hospital.

GENERAL SCOPE OF WORK

The scope of work for this project is to provide mapping and surveying services; geometric layout; civil, traffic, and electrical design; right-of-way acquisition; and preparation of plans, specifications and estimates (PS&E) package for construction.

A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2 and payment and fees by tasks and sub-tasks table is included in Exhibit 3.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) FUNDING AGREEMENT REQUIREMENTS

This work will be paid for with LACMTA reimbursable participating grant funds. The project funding was authorized by the LACMTA Board of Directors, at its meeting on September 24, 2015, subject to the terms and conditions contained in the Funding Agreement ("Agreement") made and entered into effective as of March 15, 2019. Agreement is included at the end of Exhibit 1.

The City of Lancaster has entered into a Funding Agreement Agreement) with LACMTA Medical Main Street, LACMTA Project ID# F9131 and FTIP#LAF9131. Per PART II, GENERAL TERMS OF THE AGREEMENT, Section 12.6 of the FA, "GRANTEE agrees that those sections of this Agreement marked with an asterisk shall be included in every contract entered into by GRANTEE or its contractors relating to work performed under this Agreement and LACMTA shall have the right to review and audit such contracts."

Applicable sections of the referenced FA include, but are not limited to, the following and shall be included and made a part of this Task Order:

PART II, Section 3.3, “GRANTEE must use the Funds in the most cost-effective manner. If GRANTEE intends to use a consultant or contractor to implement all or part of the Project, LACMTA requires that such activities be procured in accordance with GRANTEE's contracting procedures and consistent with State law. GRANTEE will also use the Funds in the most cost-effective manner when the Funds are used to pay "in-house" staff time. This effective use of funds provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.”

PART II, Section 3.4, “GRANTEE’S employee, officers, councilmembers, board member, agents, or consultants (a “GRANTEE Party”) are prohibited from participating in the selection, award, or administration of a third-party contract or sub-agreement supported by the Funds if a real or apparent conflict of interest would be involved. A conflict of interest would include, without limitation, an organizational conflict of interest or when any of the following parties has a financial or other interest in any entity selected for award: (a) a GRANTEE Party (b) any member of a GRANTEE Party’s immediate family, (c) a partner of a GRANTEE Party; (d) any organization that employs or intends to employ any of the above. This conflict of interest provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

PART II, Section 5.1, “LACMTA, and/or its designee, shall have the right to conduct audits of the Project, as deemed appropriate, such as financial and compliance audits; interim audits; pre-award audits, performance audits and final audits. LACMTA will commence a final audit within nine months of receipt of an acceptable final invoice, provided the Project is ready for final audit (meaning all costs and charges have been paid by GRANTEE and invoiced to LACMTA, and such costs, charges and invoices are properly documented and summarized in the accounting records to enable an audit without further explanation or summarization including actual indirect rates for the period under review. GRANTEE agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). Grantee shall reimburse LACMTA for any expenditure not in compliance with this Agreement and the Guidelines. GRANTEE’S eligible expenditures submitted to LACMTA for this Project shall be in compliance with the Reporting and Expenditure Guidelines (Attachment C) and 2 CFR Subtitle A, Chapter II, Part 2. The allowability of costs for GRANTEE's contractors, consultants and suppliers submitted to LACMTA through Recipient's Quarterly Progress Reports/Expenditures shall be in compliance with 2 CFR Subtitle A, Chapter II, Part 200 or, prohibited under this Agreement shall be an ineligible use of the Funds and may be disallowed by LACMTA audit. Findings of the LACMTA audit are final. When LACMTA audit findings require GRANTEE to return monies to LACMTA, GRANTEE shall return such monies within thirty (30) days after the final audit is sent to GRANTEE.”

PART II, Section 5.2, "GRANTEE's records shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements), invoices, and any other supporting evidence deemed necessary by LACMTA to substantiate charges related to the Project (all collectively referred to as "records") shall be open to inspection and subject to audit and reproduction by LACMTA auditors or authorized representatives to the extent deemed necessary by LACMTA to adequately permit evaluation of expended costs. Such records subject to audit shall also include, without limitation, those records deemed necessary by LACMTA to evaluate and verify, direct and indirect costs, (including overhead allocations) as they may apply to costs associated with the Project. These records must be retained by GRANTEE for three years following final payment under this Agreement. Payment of retention amounts shall not occur until after the LACMTA's final audit is completed."

PART II, Section 5.3, "GRANTEE shall cause all contractors to comply with the requirements of Part II, Sections 5.1 and 5.2 above. GRANTEE shall cause all contractors to cooperate fully in furnishing or in making available to LACMTA all records deemed necessary by LACMTA auditors or authorized representatives related to the Project."

PART II, Section 5.4, "LACMTA or any of its duly authorized representatives, upon reasonable written notice shall be afforded access to all of the records of GRANTEE and its contractors related to the Project, and shall be allowed to interview any employee of GRANTEE and its contractors through final payment to the extent reasonably practicable."

PART II, Section 5.5, "LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall have access to the offices of GRANTEE and its contractors, shall have access to all necessary records, including reproduction at no charge to LACMTA, and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the terms and conditions of this Agreement."

PART II, Section 5.7, "When business travel associated with the Project requires use of a vehicle, the mileage incurred shall be reimbursed at the mileage rates set by the Internal Revenue Service, as indicated in the United States General Services Administration Federal Travel Regulation, Privately Owned Vehicle Reimbursement Rates."

PART II, Section 5.8, "GRANTEE shall certify monthly invoices by reviewing all contractor and subcontractor costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with 2 CFR Subtitle A, Chapter II, Part 200 or 48 CFR Part 31 (whichever is applicable) and the terms and conditions of this Agreement."

PART II, Section 11.1, "GRANTEE shall ensure that all Communication Materials contain recognition of LACMTA's contribution to the Project as more particularly set forth in "Funding Agreement Communications Materials Guidelines" available online or from the LACMTA Project Manager. Please check with the LACMTA Project Manager for the web address. The Funding

Agreement Communications Materials Guidelines may be changed from time to time during the course of this Agreement. GRANTEE shall be responsible for complying with the latest Funding Agreement Communications Materials Guidelines during the term of this Agreement, unless otherwise specifically authorized in writing by the LACMTA Chief Communications Officer.”

PART II, Section 11.2, “For purposes of this Agreement, "Communications Materials" include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites radio and public service announcements, electronic media, and construction site signage. A more detailed definition of "Communications Materials" is found in the Funding Agreement Communications Materials Guidelines.”

PART II, Section 11.3, “The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. These guidelines and logo files including scalable vector files will be available through the LACMTA Project Manager.”

PART II, Section 11.4, “GRANTEE shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce Project Communications Materials for public and external purposes will comply with the requirements contained in this Section.”

PART II, Section 12.3, “Neither LACMTA nor any subsidiary or their respective directors, officers, agents, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by GRANTEE under or in connection with any work performed by or service provided by GRANTEE, its officers, agents, employees, contractors and subcontractors under this Agreement. GRANTEE shall fully indemnify, defend (with counsel approved by LACMTA) and hold LACMTA, and its subsidiaries and their respective directors, officers, agents and employees harmless from and against any suits and causes of actions, claims, losses, liability, damages, costs and expenses, including without limitation, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any environmental obligation, and any legal fees in any way arising out of acts or omissions to act related to the Project or this Agreement, without requirement that LACMTA first pay such claim. The obligations set forth in this section shall survive termination of this Agreement.

PART II, Section 12.5, “GRANTEE shall comply with and insure that work performed under this Agreement is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and procedural requirements including Federal Acquisition Regulations (FAR), and the applicable requirements and regulations of LACMTA. GRANTEE acknowledges responsibility for obtaining copies of and complying with the terms of the most recent federal, state, or local laws and regulations, and LACMTA requirements including any amendments thereto.

PROJECT POSITIONS AND KEY PERSONNEL

The Consultant shall adequately staff the project to deliver a high quality project on time and within budget.

Positions to be filled for the Project may include one or more of the following (Key Team Member positions are in **bold**):

1. **Project Manager** Bob Blume
2. **Project Engineer** Eugene Huang (California P.E. required)
3. **Traffic Engineer** Sri Chakravarthy (California P.E. required)
4. Electrical Engineer Peter Syntax (California P.E. required)
5. Structural Engineer (N/A) (California P.E. or S.E. required)
6. Landscape Architect Randall Kopff
7. **ROW Coordinator** Mark Le Bonte
8. **Land Surveyor** Rick Estrada (California P.L.S. required)
9. Utility Coordinator Ryan Chapman

All persons furnished by a firm/team shall be its employees, sub-consultants, or agents subject to its supervision and control, and not City or LACMTA employees/agents.

Substitution of the individuals proposed to fill Key positions shown in **bold** above included in a firm's/team's proposal for the Project will not be permitted before or at any time during the execution of the required consulting services for the project, unless the circumstances are beyond the control of the firm/team or prior consultation with and approval by City occurs.

The Consultant shall establish a single individual as PM/PE, who shall stay with this project from beginning to completion. The consultant shall obtain prior written approval of the City prior to replacement of PM/PE for any reason.

The PM/PE shall be a registered Professional Civil Engineer licensed by the State of California with minimum of ten years of experience in similar projects after obtaining registration.

The Traffic Engineer shall be a registered Professional Engineer licensed by the State of California with minimum of ten years of experience in roundabout geometry, engineering, modeling and design experience in similar projects after obtaining registration.

The Consultant shall establish a single individual as ROW Coordinator, who shall stay with this project from beginning to completion. The ROW Coordinator shall have a minimum of five years of proven right-of-way engineering and right-of-way acquisition experience in similar projects.

CITY PROVIDED INFORMATION

City Staff shall provide environmental documentation approval, including the following:

1. Lancaster Health District Master Plan (Not available at time of proposal)
2. Environmental Impact Report (Not available at time of proposal)

The following additional items shall be provided by the City:

- Copies (hardcopy or PDF as available) of all record drawings within the City archives, to include: Street plans, storm drain plans for facilities and pipelines, street lighting plans, traffic signal plans, signing and striping plans, LMD, sewer water and recycled water plans.
- Copies (hardcopy or PDF as available) of all Survey notes, Monumentation notes and Engineer tie sheets

ADDITIONAL INFORMATION

The City shall make progress payments per the completed units detailed in Exhibit 3 submitted by the Consultant. The Consultant shall generate an invoice that details the specific units completed, shall provide sufficient back up to verify expenditures claimed and Consistency with fee grids submitted in the cost proposal, and a brief progress report describing work completed during the invoicing period, delay details if schedule is slipping, how the Consultant will recover the schedule to meet the contract completion date, and work to be completed in the next invoicing period.

The invoice must include a summary table that details the total contract price, previously paid, current invoice amount and remaining balance.

Consultant shall not start work prior to receiving Notice to Proceed. The Notice to Proceed shall be issued in writing once the agreement and insurance documents are submitted and approved and a purchase order has been executed.

Consultant shall not perform additional work without written authorization from the City of Lancaster Project Manager. Written authorization shall come in the form of an Additional Authorization to the Agreement.

The Consultant shall provide to the City deliverables in hardcopy and electronic format as detailed in the City's Standards for CAD Deliverables.

TASK 1 PROJECT ADMINISTRATION AND MANAGEMENT

Perform all project management, scheduling, quality control, and quality assurance tasks necessary to maintain the project schedule, budget, and a high-quality set of deliverables to the City.

The Consultant shall schedule meetings (in person, web, or conference call) with the City and design team to provide feedback during the project; maintain schedule; provide a single Project

Manager (PM/PE) to coordinate with City Capital Engineering PM, other City Departments/Divisions, each task lead/designer, utilities, etc. to deliver a complete consolidated plan set and specification sections that are consistent and do not conflict between improvements; and implement QA/QC measures. The Consultant shall prepare and distribute the agenda and associated materials in advance of each meeting, and prepare action item minutes following each meeting.

The Consultant shall prepare and review all necessary legal documents, insurance certificates, correspondence, invoices, and associated materials necessary for the successful execution of the contract.

1.1 Work Plan

The Consultant shall prepare a Work Plan that includes a list of deliverables, detailed critical path project schedule with subtasks for all deliverables, summary of organization responsibilities and contacts, specific scope of work, task budgets, reporting and invoicing procedures, quality assurance plan, and project filing system. The Work Plan shall be submitted to the City prior to the first invoice.

1.2 Meetings

1.2.1 Kick-Off Meeting

Kick-off meeting shall be held shortly after the issuance of the Notice to Proceed, at the City of Lancaster Maintenance Facility, 615 West Avenue H, Lancaster, California 93534. The City Project Manager and stakeholders shall provide information, guidance and answer questions. This meeting shall serve to establish project requirements and to document input in developing the final design and construction documents. The meeting shall also be used to clarify the lines of communication and other administrative details.

1.2.2 Progress Meetings

For the basis of Proposal, the Consultant shall assume monthly progress meetings (or a conference call, if appropriate) with City PM to review progress and obtain direction. The Consultant shall maintain a list of action items with projected completion dates and shall include progress in weekly updates, at monthly meetings (assume 8 progress meetings and after 30%, 60%, and 90%) and with invoice. The Consultant shall send current action item list via email to the City PM no later than three (3) working days following each progress meeting.

1.2.3 Additional Meetings

The Consultant shall organize additional meetings, as required, to complete the project. Additional meetings include, but are not necessarily limited to, meeting with other agencies

such as resource agencies and utility companies. Cost for additional meetings shall be included in the lump sum not to exceed contract amount. No separate payment shall be made.

1.3 Project Management

Consultant shall prepare and maintain a detailed critical path project schedule with subtasks for all deliverables and submit with *weekly* written project status reports throughout the duration of the project. The weekly reports are critical to forecast resource needs and ensure the appropriate staff and support services are available, when needed, to deliver the project on schedule and within budget. Consultant shall notify the Project Manager of any scope, schedule or budget issues that may arise.

The Consultant shall establish and apply internal accounting methods and procedures acceptable to the City and LACMTA for documenting and monitoring contract costs. The Consultant shall submit a consolidated monthly invoice in a format acceptable to the City and broken down in a manner consistent with the Work Plan (see Section 1.1). The Consultant shall include with the monthly invoice a progress report that reflects the work completed within the invoice period and maintain a list of action items with projected completion dates. Payments to the Consultant are to be in arrears. The Consultant must have actually incurred and paid the costs prior to invoicing the City.

1.4 Quality Assurance & Quality Control

Consultant must provide quality assurance and control of survey, design plans, specifications, and estimates prior to each submittal. This task is required to verify that no unsafe design changes have been made or proposed, geometric layout has not been critically altered, improvement goals are being met, economy of project is maintained, plans are consistent across improvements, there are no conflicts between trades, and construction integrity of the design is ensured.

1.5 Permits

The Consultant shall be responsible for determining which permits are required to construct the project. Consultant shall prepare for the City's signature any required permits from State or Federal agencies and other entities. The Consultant shall coordinate; obtain resource agency permits, agreements, and/or approvals. The Consultant shall also prepare for the City's signature permits to enter and any other necessary permits/right of entry from landowners for all research, such as surveying, geotechnical, and any other design-related work.

TASK 2 RESEARCH

Research shall include all avenues required that may be used in support of the design improvements between the project limits, to produce a complete Plans, Specifications and Estimates (PS&E) package; as a minimum, cost shall include the following:

2.1 Utilities

The Consultant shall positively locate all utilities in accordance with underground utilities to determine the depth for clearance and connection points or conflicts for any underground improvements, such as gas lines, sewer lines, storm drains, or water lines. Research all existing utilities (including dry utilities) – request and obtain atlas maps and record drawings from utility companies by submitting Utility Notification Letter A with vicinity map exhibits that provide each location for this project (Utility Notification Letter A template is included at the end of Exhibit 1). Letter A shall be distributed immediately after the Notice to Proceed is issued. Consultant shall field verify the utility locations represented on these maps and obtain all updated maps from all utility companies including any other utilities not provided by City or mentioned.

The City will not print Utility Notification Letters on City letterhead for the Consultant nor will the City intercede on the Consultant's behalf to reduce/eliminate costs associated with utility research/coordination. The Consultant shall include all costs for Utility research/coordination in the lump sum not to exceed cost, complete.

The Consultant shall contact utility companies, including, but not limited to, the following:

- Southern California Edison
- Southern California Gas
- AT&T
- Frontier Telecommunications
- Spectrum/Charter Communications
- Sprint
- LACO Waterworks District
- LACO Sanitation District

2.2 Survey Records

Research all survey records and obtain tie sheets, field books, monument recovery notes and/or street improvements plans depicting centerline of ROW survey monumentation from the County. The City will obtain and provide survey notes, monumentation notes and tie sheets within City archive.

2.3 Mapping and Right-of-Way (ROW)

Research pertinent record maps and assessor parcel information to compile the boundary lines from a "best fit" combination of these record sources.

2.4 Incidental Research

TASK 3 DESIGN ENGINEERING AND SURVEYS

3.1 Design Surveys

Field survey shall include all mapping and surveying tasks required to produce a complete topographic map that may be used in support of civil design of improvements at each location for this project including all extended and transition limits for the purpose of striping, signing and markings per the Master Plan for Trails and Bikeways. As a minimum, cost shall include the following:

The Consultant shall perform design surveys to conform to the Caltrans Surveys Manual. Field locate vertical and horizontal controls (monuments and benchmarks.)

Perform centerline control survey. All centerline intersections, beginning and ending curves and major control points shall be found (or established if not existing) and measured. If a point must be reset to establish the centerline, a corner record and/or record of survey must be filed with the County for all set points and a copy returned to the City.

Consultant shall conduct the design surveying necessary for the final engineering work. Topographic base map will be produced by ground survey methods. The base maps shall identify all existing street improvements, drainage structures, fire hydrants, utility facilities, landscaping, striping, markings, signs, street lights, and other appurtenant improvements in each project area.

Consultant's survey crew shall conduct site visits to gather data and details needed to design the project. For roadway, typical cross sections shall be at 50' intervals, and shall include, but not be limited to: top of curb, flow-line, edge of gutter, edge of pavement, lane lines, centerline, curb and medians, angle points and curb returns (BCR, ECR and quarter deltas). The latitudinal limits of the survey will be within the street right-of-way and 250' past the intersection unless otherwise specified. For bulb-outs, Consultant shall provide *radial* cross-sections of existing and proposed grade at BCR, ECR and quarter deltas and shall, as a minimum, extend from the ROW to the street centerline.

All elevations shall be referenced to the closest found City and County benchmark. Flow line elevations along the gutter will be included to determine the limits of removal for curb and gutter. Design cross sections shall be plotted using a 1:4 vertical and a 1:40 horizontal

scale at 50' intervals to depict proposed and existing elevations and cross slope.

Download and compute survey data and prepare an editable AutoCAD drawing file. The mapping will be compiled at a scale of 1"=40' with a 1-foot contour interval. Each surveyed feature will be clearly labeled or noted by symbol as identified in the field.

Aerial mapping will be completed for the areas impacted by the proposed improvements and cross section design surveys will be performed within the limits of existing improvements. This will provide a composite survey of the areas impacted by the project for design purposes and will provide an overall exhibit for the project.

3.2 Geotechnical

It is the Consultant's responsibility to identify the need for geotechnical investigation and testing in support of their design. The geotechnical investigation will include field investigation and exploration work to obtain representative soil samples and pavement cores for use in performing soil testing and report preparation for the geotechnical analysis of the subsurface material relating to all project excavations and subgrade preparation.

In preparation for the field exploration, Consultant will notify Underground Service Alert (USA) at least 48-hours prior to commencing the field work to locate known underground utilities or services where drilling geotechnical borings.

Geotechnical results shall be well documented and presented in a report in accordance with the City of Lancaster Engineering Design Guidelines, Policies and Procedures Manual. Geotechnical report shall include recommendations for new pavement structural sections. Coring logs shall note thickness of existing asphalt concrete pavement and thickness of existing pavement section aggregate base. Costs associated with geotechnical investigation and testing shall be included in the Consultant's proposal. For proposal purposes, the Consultant shall assume a minimal amount of geotechnical investigations is proposed that will include a total of 13 borings and 10 cores, laboratory testing, and pavement design recommendations based on this data and shall provide unit rate in Exhibit 3. Prior to geotechnical investigation, the Consultant and City shall agree on final number and locations of cores and amend contract to adjust total lump sum not to exceed at the unit rate established in Exhibit 3.

The following is an outline of the work:

- Coordination with the supervising civil engineer and City of Lancaster staff regarding the scope and schedule of Consultant's work and select location for pavement core and soil borings
- Coordination with the coring contractor and traffic control personnel prior to the start of work

- A no fee permit shall be obtained from the City of Lancaster prior to the start of geotechnical work.
- Coordination and Clearance with underground service alert
- Completion of cores through the existing asphalt concrete (AC) and/or Portland cement concrete (PCC) pavements.
- Observations and documentation of subsurface materials exposed along the alignment at each core location. Subgrade soil samples will be collected at each location for lab testing. Collection of soils may require the use of a hand auger in order to obtain a sufficient amount of soil to perform the testing.
- Base material and pavement cores shall be immediately replaced/repared following observation and/or sample collection, to minimize mobilization costs. Hot mix asphalt or Caltrans Set 45 shall be used for pavement repair.
- Temporary traffic control shall be provided in accordance with the latest California MUTCD.
- Perform R-value and soil classification testing on soil samples at each location.
- Prepare a report providing pavement design recommendations based on R-Value test results

3.3 Potholing

As part of the design, the Consultant shall identify and pothole all utilities to confirm all vertical and horizontal locations of proposed improvements, including new utilities, foundations or other structural elements that shall be affected. Costs associated with potholing shall be included in the Consultant's proposal. For proposal purposes, the Consultant shall assume a total of 10 potholes for the purposes of this proposal and shall provide unit rate in Exhibit 3. Prior to potholing, the Consultant and City shall agree on final number and locations of potholes prior to any field activities and amend contract to adjust total lump sum not to exceed at the unit rate established in Exhibit 3.

The following is an outline of the work:

- Coordination with the supervising civil engineer and City of Lancaster staff regarding the scope and schedule of Consultant's work and select location for potholing work. See Southern California Gas Company Potholing Policy included at the end of Exhibit 1.
- Coordination with the potholing contractor and traffic control personnel prior to the start of work.
- A no fee permit shall be obtained from the City of Lancaster prior to the start of potholing work.
- Coordination and Clearance with underground service alert

- Completion of potholes through the existing asphalt concrete (AC) and/or Portland cement concrete (PCC) pavements.
- Base material and pavement cores shall be immediately replaced/repared following observation and/or sample collection, to minimize mobilization costs. Hot mix asphalt or Caltrans Set 45 shall be used for pavement repair.
- Temporary traffic control shall be provided in accordance with the latest California MUTCD.
- Prepare a report providing potholing to include, at a minimum: potholing location map, lateral and horizontal location of pothole relative to adjacent fixed facilities, as well as northing and easting elevation of ground surface at pothole, depth from ground surface to top and bottom of utility, conduit dimensions and material type, type of utility (i.e. gas, fiber, water, etc.), Owner of utility, lateral and vertical separation if adjacent utility is less than 3 feet outside conduit to outside conduit and photos of excavation/exposed conduit.

3.4 Geometric Layout

Geometric layout shall include horizontal design of roundabouts. Consultant will be required to complete all detailed capacity analyses, modeling and design required for each roundabout.

Existing conditions, plans and alignments shall be reviewed and design constraints identified.

3.4.1 Capacity Analysis

The consultant shall prepare a roundabout traffic analysis report, using industry accepted roundabout analysis methodology and software to identify the geometric criteria and operational characteristics of the roundabout. The traffic analysis will be submitted to the City for review and acceptance prior to proceeding to higher level design drawings and submittals. The consultant may recommend a combination of methodologies and types of available software in determining the key horizontal geometric elements and operational levels of service (LOS) of the proposed roundabout (e.g., roundabout geometry, lane configurations, inscribed circle, entry width, entry/exit radii, delay, queue lengths, speeds, and other pertinent features). The consultant shall have experience with the use of the recommended software on prior built-out projects. The recommended analysis methodology, software packages, and experience shall be clearly identified in the proposal. The following assumptions may be included in the proposal:

- Existing traffic volume data will be collected at the time the traffic analysis is to be conducted or provided by City of Lancaster, where possible.

- Projected traffic volumes will be provided by the consultant using standard regional traffic model growth rates.
- Traffic analysis shall be performed for morning (AM) peak hour, and afternoon (PM) peak hour traffic conditions.
- Traffic analysis shall be performed for existing/opening year and 2040 year conditions.
- Traffic analysis shall include all relevant exhibits and alternatives required for a thorough presentation of the analysis and recommendations for the existing and proposed intersection configurations.
- Traffic analysis shall include a review of passenger vehicle, truck and emergency vehicle turning paths and movements.

The Consultant will prepare Opening year and Design Year traffic forecasts for all the intersections in Lancaster Health District (LHD). Forecast analysis will include assumptions related to background traffic growth and trips that would be generated by the proposed LHD and other development projects as defined in the City's travel demand model. The Consultant will utilize the forecast data to review traffic operations and circulation within LHD and the area immediately surrounding the LHD, if deemed necessary. We will review and provide input on lane configurations, queuing, turn pocket storage lengths, turn restrictions, access driveways and signal phasing.

The Consultant will complete an operational analysis for the proposed roundabout locations using Sidra analysis software. We will utilize opening year and future 2040 traffic forecasts to determine the operational levels, roundabout geometry, slip lanes, storage pockets, and queues. Level of Service (LOS) will be provided for each leg of the roundabout along with overall LOS for the roundabout.

3.4.2 Horizontal Layout

Each roundabout layout should initially identify placement of the roundabout and lane configuration requirements for the circulatory roadway and the exits of the roundabout (ultimate condition). This will be an iterative process to arrive upon an acceptable solution and the Consultant shall consider this in their proposal. Because right-of-way at both locations is at ultimate and cannot be modified, and due to the proximity of several driveways, roadway re-alignment shall be minimal.

The Consultant shall provide ultimate horizontal roundabout design for each intersection with respect to the required geometric parameters as well as safety in AutoCAD electronic file format. The Consultant will complete roundabout geometric

design with respect to the face of curbs and striping for final development and completion of the PS&E documents. The AutoCAD file will contain amenities including, but not limited to sidewalks, crosswalk refuges, bike paths and ramps, truck aprons, etc. The design shall be based upon acceptable thresholds to maintain adequate capacity, speeds, and safety.

TASK 4 SCOPING OF IMPROVEMENTS

Prior to scoping improvements and commencing survey and design, the Consultant shall examine the application including Project Study Report Equivalent (PSRE) (Application and PSRE are included at the end of Exhibit 1), Draft Environmental Impact Report (EIR), and Draft Lancaster Health District Master Plan (LHDMP) and examine, evaluate, and field walk the site within the project limits to establish final improvements to be constructed for this project in accordance with the City's Engineering Design Guidelines and confirm pre-design layout. Improvements shall be consistent with scope of grant application and environmental document approval project limits to the greatest extent feasible.

We understand that the Draft EIR and the Draft LHDMP are not available for review for the initiation of this effort. The concept plans will be developed from the final grant application and revisions that were approved by LACMTA. The final design plans will be initiated and potentially developed up to a 90% level prior to the preparation of the Draft EIR. The team will work with the City to develop the improvements consistent with the grant application description. The EIR will also need to conform to the grant description. The team will coordinate the developed concept plans with the City's EIR team to help facilitate and coordinate the two efforts. It is assumed that prior to the 90% plans preparation, the EIR team will provide the mitigation measures for inclusion into the final design of the project.

TASK 5 ENGINEERING PLANS, SPECIFICATIONS AND ESTIMATES

The PS&E design will include all work associated with Medical Main Street and associated improvements. The final design may take place concurrently with preparation of the Environmental Impact Report and Lancaster Health District Master Plan; however, prior to 90% submittal, Consultant shall review final EIR and Master Plan and incorporate mitigation measures and other design and construction related impacts to infrastructure improvement plans.

The proposed improvements shall, at a minimum, follow the City of Lancaster Engineering Design Guidelines Policies and Procedures Manual. Wherever the City guidelines are absent of the latest industry updates, standards or details, Consultant shall utilize the latest Standard Specifications and Plans for Public Works Construction ("Green Book"), the Los Angeles County Department of Public Works Design Standards and Caltrans Standards. Wherever there is a conflict in design standards, Consultant shall submit a clarification in writing to the City Project Manager for direction and approval. In most cases, the more stringent design standards shall apply.

The Consultant shall refer to the City's Safe Routes to Schools Master Plan for engineering design concept of proposed bulb-outs.

Consultant shall refer to the City's Master Plan of Trails and Bikeways and Complete Streets for the development of the striping, signing and marking plans.

In addition, the Consultant shall coordinate and work with the following City Divisions during design: Capital Engineering Division (primary), Community Development Division (Planning Group), City Engineering Division (Traffic Engineering Group), Public Works Division, Utilities Services Division, and Parks, Recreation, and Arts Department. Any correspondence between Consultant and City employees, other than the Project Manager, shall be copied same day to the Project Manager as well as in the final deliverables.

5.1 Engineering Plans

The final design shall include all the tasks necessary for a construction-ready project, including design surveys; preparation of plans, specifications and estimates; utility coordination, all permitting, and all right-of-way engineering and acquisitions. The Engineering plans shall include title sheets, sections and details sheet, demolition sheet, grading plans, erosion control plan sheets, street improvement – (plan and profile sheets), street lighting plans, traffic signal plans, signing and striping plans, sewer plans, storm drain plans, as well as landscaping and irrigation plans.

Cross sections are considered necessary to design the improvements, illustrate transitions and join to existing improvements, evaluate drainage, and to accurately establish the earthwork volumes and extent of construction or reconstruction beyond the ROW lines onto private property where, and if, necessary. Cross sections shall be prepared at a scale and frequency approved by the City and detailed herein.

The following plan sheets are anticipated to be included in the design:

- a. Title Sheet - Includes project information, vicinity map, location map, benchmark, sheet index and City and utility contact information. (1 Sheet)
- b. Notes - Contains standard City and Engineers notes, legend, and abbreviations. (1 Sheet)
- c. Survey Control – Contains Surveyor's notes and benchmark information, control data, curve and line tables, and plan showing control points and start/end construction labeled in cyan and right-of-way lines labeled in proper colors per City of Lancaster standards. (1 Sheet)
- d. Sections and Details - Contains typical roadway sections, sheet layouts, and details for work described on the plans. (6 Sheets)

- e. Demolition Sheet - Shows items to be removed, relocated, or protected. Demolition sheets are not proposed for Avenues J-8 and 15th Street West, where 3R is the primary improvement being proposed. (12 Sheets)
- f. Plan and Profile Sheets – For the street improvements, standard roadway plan and profile sheets shall be used. The plan view will be prepared at a scale of 1"=40' for horizontal and 1"=10' for vertical. The plans will identify the required work to construct the improvements of this project with stations, offsets, and elevations. Utility modifications to relocate clear of the proposed improvements shall also be shown on the plan view of the sheets. Where necessary, show utility relocations in details and profiles for better clarification. Bulb-out and curb profiles shall be included. The sheets will provide the appropriate construction callouts, including limits of the project, pavement areas, curb, gutter and sidewalk, bulb-outs, ramps, driveway conforms, and other details necessary to construct the project. The plans will include sufficient detail to locate the improvements based on roadway station callouts and horizontal line and curve data. The plan will include the right-of-way clearly marked and adjacent properties identified by parcel number and property owner. (32 sheets total - 18 Street Improvement Plan and Profiles sheets, 8 Street Improvement Plans without profiles for Avenues J-8 and 15th Street West. Separate Plan and profile sheets for the Roundabouts – 3 layouts at 20 scale and 3 profile sheets)
- g. Construction Details – Project details will be included as necessary. Details may include pavement section details, drainage details, utility relocation details, new utility construction details, etc. for the project design. However, details may also include curb return conforms or grading details. In addition, specific design criteria will be provided to accommodate and create safe and ADA compliant pedestrian facilities. Pavement structural section shall be designed to match existing intersection pavement or based on a resulting Geotechnical report R-values and Testing and Traffic Index as provided by the City. (30 total sheets – 5 local streets, 9 roundabouts, 13 bulb outs, 3 contour grading for roundabouts)
- h. Sewer Improvement Plans – The Consultant will prepare a sewer area plan incorporating previous study or documents available from the City or utility agencies. The Consultant will coordinate with the City on recommended sewer metering to supplement the study.

Consultant shall determine mainline sewer needs within the site to serve undeveloped parcels. Laterals to parcels shall not be included. Sewer Area Study, plan, and profile sheets shall be prepared, and details shall be included as necessary. Sewer Area Study shall consider relocation of Hospital facility and other proposed uses in accordance with the proposed Master Plan for the area and identify any potential sewer easement needs to provide backbone sewer infrastructure. (12 Sheets)

- i. Storm Drainage Improvement Plans - Consultant shall determine if storm drain facilities or upgrades will be required within the project limits. While Master Plan of Drainage Facility design is not expected and not included in the scope of work, local drainage facility design is expected and proposal shall include these costs based on current available storm data, existing improvements and existing conditions. Storm drainage details shall be included as necessary. Some storm drain data may only require details within the street profiles and/or cross-slopes and this will be evaluated during the project design. Details may also include storm drain tie-ins, modified drainage inlets, drainage grading, etc. Consultant shall review and determine adequate and appropriate methods for the drainage of runoff with respect to the vertical design of the street improvements. This also includes recommendations for street improvement profiles, cross-sections, crown line placement, and flow patterns.

The Consultant will prepare an overall drainage study for the project area based upon available hydrology and hydraulic documents or studies. The study will assess pre-development and post development conditions following City and County methodology. The study will address overall project impacts. Individual storm drain segments or structure upgrades will be addressed as a part of the hydrology/hydraulic analysis for the storm drain plans. Storm drain improvements will be closely coordinated with the roadway improvements. This task assumes that storm water treatment is not required for the project and that required on-site or private property detention or treatment would be addressed by the future developments. (17 Sheets)

- j. Water System Improvement Plans – Major adjustments and relocations to existing water mainline and service facilities to be submitted to water purveyor for their review and approval are not expected and outside of the scope of work. Minor adjustments and relocations to existing water mainline and services facilities shall be included with the street improvement plans and are to be submitted to water purveyor for their review and approval.

The Consultant will prepare the water system improvement plans in coordination with placement of other proposed utility improvements for the project. The Consultant will prepare plan and profile for the minor adjustments and relocations to existing water mainline and service facilities for review by LA County Waterworks. The Consultant will also coordinate the existing water pressure with LA County Waterworks. It is assumed that water mainline pressure design and calculations would be limited to the minor relocation or realignment in coordination with LA County Waterworks and that they will provide the existing and proposed pressure requirements. Fire water pressure requirements, public hydrants, on-site hydrants, fire backflow preventers, utility service laterals/meters, etc. and structures for the Master Plan developments are part of the private development design and are assumed to be addressed by the future private developments based on the individual needs of each structure. (3 Sheets).

- k. LS-3 Rate Schedule Electrical and Street Lighting Plans - A street lighting plan shall be produced for segment of street to receive street lighting. Plans shall consist of street light type and location, conduits, pull boxes, meter boxes & meter, electrical design and ties to existing circuits or service points and shall be prepared per City of Lancaster requirements for LS-3 Rate Schedule Street Lights. SCE preliminary work order maps shall be obtained and included with 60% PS&E and updated as needed with 90% PS&E. Street light layout shall be prepared and stamped by a licensed Civil Engineer while electrical plans shall be prepared and stamped by a licensed Electrical Engineer. Meter pedestal addresses shall be obtained from the City and included on the plans. It is assumed that photometric calculations will not be required. (12 sheets for lighting plans and 2 sheets for details)

Note: Consultant shall determine if existing overhead utilities will conflict with any proposed improvements and include an SCE approved high voltage contractor in the provisions of the improvement plans, specifications and estimate.

- l. Striping, Signing and Marking Plans - The plans will use California MUTCD references and detail numbers, where applicable and available, and specific information to specify signing, striping or pavement markings not included in the current manual. A schedule of proposed striping and a schedule of pavement markings will be shown on the plans. Project limits to include all required approach striping. For Signs, the size, shape, lettering type and size, colors, and symbols, to specify signs not included in the current manual. A schedule of proposed signs will be shown on the plan. Project limits to include all required approach signing. (17 sheets Signing and Striping Plans and 4 sheets of details)
- m. Electrical and Pedestrian Signal Improvement Plans – An electrical and pedestrian signal improvement plan shall be produced for any new installations, signal upgrades, removals or relocations, luminaires, fiber-optic, pedestrian signals, pull boxes, traffic utility controllers, meter boxes, conduit, connectivity and re-wiring. Plans shall consist of plan views of proposed signal/electrical locations (scale: 1" = 20') with pole and equipment schedules, conductor schedules, pedestrian signal and electrical general notes, signal-phase diagrams, signal standard details, construction notes, legends and details. All electrical and pedestrian signal design work shall be done in accordance with the Caltrans Standard Specifications and Standard Plans, dated 2015 and all amendments thereto, COL Standard Plans for Traffic Signal Systems, the National Electrical Code (2205 or latest adopted addition), the National Electrical Manufacturer's Associate (NEMA), Underwriter's Laboratories, Inc. (UL) and marked on equipment, requirements of the servicing utility companies and requirements of Federal, State or County agencies having jurisdiction. Consultant shall coordinate with SCE, Frontier, Time Warner, City Traffic Group and any other affected utility agency or property owners to determine all needed improvements/upgrades so

electrical and pedestrian signal improvement plans are total and complete. SCE Preliminary Maps are required when revising, changing or adding new points of contact for power. Consultant shall add all routes necessary to accommodate all points of contact. Electrical and signal plans shall be prepared and stamped by a licensed California Electrical Engineer. Addresses for meter and/or signal controller boxes shall be obtained from the City and included on the plans.

Traffic signal plans will be prepared at a 1" = 20' scale using field review data, proposed improvement plans, and available as-builts. Plans are anticipated for the following intersections:

- Avenue J/20th Street West (Signal Modification)
- Avenue J/18th Street West (New Signal)
- Avenue J/15th Street West (Signal Modification)
- Avenue J-3/15th Street West (Signal Modification)
- Avenue J-5/15th Street West (Signal Modification)
- Avenue J-8/15th Street West (Signal Modification)
- Avenue J-8/18th Street West (New Signal)
- Avenue J-3/18th Street West (New Signal)

For new traffic signals, we will coordinate with the project team and City staff to identify power sources. We will arrange for and attend a field review meeting with SCE planners to finalize the point of connections for inclusion in the plans. Fiber optic or copper interconnect tie-ins and details will be shown on the traffic signal plans. (12 Sheets – 8 Traffic Signal sheets 2 interconnect detail sheets, and 2 Traffic Signal detail sheets)

Note: Consultant shall determine if existing overhead utilities will conflict with any proposed improvements and include an SCE approved high voltage contractor in the provisions of the improvement plans, specifications and estimate.

- n. Landscaping and Irrigation Improvement Plans - Landscape and Irrigation Plans shall be prepared by a licensed landscape architect and comply with the City's Landscape and Irrigation Design Standards, Engineering Design Guidelines Policies and Procedures, and Ordinances 907, 928, and 1070. Landscape and irrigation plans shall clearly show title sheet with vicinity and index map, general notes, irrigation legend, hydrozone areas, landscape and hydrozone/water calcs, pressure loss chart, new water service POC, meters, irrigation controller pedestal, backflow preventers, mainline lateral trench locations, landscape/planting layout, planting and groundcover legend, planting notes and any details to support the proposed improvements. Service pedestal

addresses shall be obtained from the City and included on the plans. (12 landscape layouts, 12 irrigation layouts, 2 cover sheets and 4 details sheets.)

Note: Any required irrigation or plan-check fees/agreements will be processed by the City of Lancaster. Consultant shall initiate and prepare documentation for fees and agreements and forward to the City Engineer for signature and processing.

- o. Miscellaneous Utility Plans – Placeholders for utility relocation and utility work order plans prepared and provided by appropriate utility companies. Consultant shall coordinate and obtain any utility work order maps required and shall be included on these sheets.

Miscellaneous utility improvement plans may include preparation of a composite utility plan to show all utilities for the project limits for review utility conflicts. It is assumed that separate utility plans focused on composite wet utility plans and composite dry utility plans will not be required. The plans will include utility relocation and utility work order plans prepared and provided by appropriate utility companies for inclusion in the project. (Up to 10 Sheets)

Utility detail sheets will be provided for sanitary sewer, storm drain, and water. These sheets will become part of the individual utility plan sets based on the number of details required for each utility improvement. The detail sheets will also include key utility cross sections and scanned images of standard City/agency or utility company details. (up to 3 sheets)

5.1.1 Conceptual Plans (30%)

The Consultant will produce 30% plans to confirm conceptual layout, scope of improvements, and framework of consolidated plan set.

The City will be allowed two weeks to review and provide comments.

5.1.2 Preliminary Plans (60%)

The Consultant will produce 60% design documents. The 60% design documents will include preliminary plans and estimates (i.e., opinions of probable construction costs). The 60% design documents will include horizontal control and call-outs to sufficiently layout the design elements (proposed pavement, curb, gutter, sidewalk, landscape, etc.) and centerline profile to identify any major drainage issues for locations that require street widening (i.e., low points). Design documents shall also include traffic plans for review of the Traffic Signal plans and Signing and Striping plans.

When the Consultant submits 60% design to the City for review, the Consultant shall also send utility companies formal notification (Utility Letter B) with copies of the plans,

showing locations with potential utility conflicts. Formal letter shall be per template Utility Notification Letter B included at the end of Exhibit 1. The Consultant shall coordinate and communicate directly with each utility company and document utility coordination. Copies of utility coordination logs, diary, and all documents shall be provided to the City.

The City will not print Utility Notification Letters on City letterhead for the Consultant nor will the City intercede on the Consultant's behalf to reduce/eliminate costs associated with utility research/coordination. The Consultant shall include all costs for Utility research/coordination in the lump sum not to exceed cost, complete.

Design of, non-City owned, utility relocations are not included in this scope of services.

Potholing information shall be submitted to the City after completion of this task. If an area of possible conflict was not potholed, the Consultant shall pothole the area to verify the conflicts at no additional cost to the City. The Consultant shall depict existing utilities on plans for any necessary utility relocation.

The City will be allowed two weeks to review 60% design package and provide comments.

Following the submittal and the 60% review, Consultant will arrange to meet with the City to discuss the design comments. The City will provide Consultant with one non-conflicting set of redline mark-up plans.

5.1.3 Final Plans (90%)

Based on the 60% comments, the Consultant will bring the 60% preliminary design documents to a 90% level of design. The 90% design documents will include 90% plans, 90% estimates and draft specifications. The plans will include necessary horizontal control in addition to vertical grades to layout the design elements, including detailed grades at curb returns and profiles of existing or proposed utilities and sufficient details to construct the design elements.

Prior to the 90% submittal, the Consultant shall verify quality assurance of the horizontal and vertical control of the proposed layout to verify that the design is accurate with respect to City design standards, roundabout geometric layouts, final EIR and Master Plan, and that no unsafe design changes are proposed, and construction integrity of the design is maintained.

The City will be allowed two weeks to review 90% design package and provide comments.

Following the 90% submittal and City review, the Consultant will arrange to meet with the City to discuss the design comments. The City will provide the Consultant with one non-conflicting set of redline mark-up plans.

5.1.4 Final Plans (100%) Signed for Bid

Based on the 90% comments, the Consultant will bring the design documents to a 100% level of design with all agency comments addressed and signed for inclusion in the City's Bid Package. The 100% design documents will include 100% plans, 100% estimates and final specifications.

The Consultant shall send the utility companies formal notification with copies of the 100% signed plans. Formal letter shall be per template Utility Notification Letter C included at the end of Exhibit 1.

The City will not print Utility Notification Letters on City letterhead for the Consultant nor will the City intercede on the Consultant's behalf to reduce/eliminate costs associated with utility research/coordination. The Consultant shall include all costs for Utility research/coordination in the lump sum not to exceed cost, complete.

5.2 Specifications

The City shall prepare the main body of the specifications (boiler plate); specifications expected from the Consultant shall be limited to details, cut sheets and written specifications beyond those provided in the Green Book. Draft specifications shall be provided with plan submittals as noted in Task 5.1.

5.3 Cost Estimate

The Consultant shall compile and prepare the Cost Estimate based on all biddable construction items identified in the design package and consistent with the latest City bid forms. The estimated quantities shall be arranged and grouped as agreed with the City Project Manager.

Computations showing estimated quantities and costs for each location of work, as well as the sum totals, shall be submitted to the City. Cost Estimates shall be provided with plan submittals as noted in Task 5.1. Quantities and costs shall be updated and in agreement with each plan submittal.

5.4 Submittal Requirements

The Consultant shall submit PS&E for City review as noted in Task 5.1. Submittals shall be electronic PDF format and shall include previous check prints.

The design drawings should be as complete, accurate, and error-free as possible prior to submittal. Likewise, for Reports, Special Provisions, Cost Estimates, etc.

The Consultant shall, at no additional cost to the City, correct errors, omissions, and unworkable and/or improper design/drafting on the original drawings subsequent to the completion of the plan checking process.

Reports, Plans, Specifications, and Estimate shall be in English units and must conform to Caltrans, Federal, City, and County standards, regulations, policies, procedures, manuals, and practices. The Consultant shall provide clear, concise, and complete plans, specifications and cost estimates. The Consultant shall include other details that are of benefit to and/or requested by the City, such as details of private improvements to be constructed, reconstructed, or relocated, consisting of driveways, landscaping, irrigation, fences, etc.

All drawings shall be prepared in AutoCAD per City Standards and deliverables shall be in accordance with the City's CAD Deliverables Standard.

TASK 6 RIGHT OF WAY (ROW) ACQUISITION

Consultant shall provide Right of Way (ROW) Engineering and Acquisition Services in accordance all applicable local and State Regulations. ROW services include but are not limited to project management of ROW Engineering and ROW acquisitions; prepare list of parcels that will require partial property acquisitions; preliminary title reports and investigations; analysis and determination of Minimum Value Estimates (MVEs); appraisal report and appraisal reviews, negotiations; escrow/title clearance, and preparation of right of way engineering documents including legal descriptions and plats/exhibits.

Appraisal consultants must have training and experience in appraisal work; acquisition consultants must have a valid California Real Estate Brokers License or Sales License and work for a Real Estate Broker with a valid license; relocation consultants must have training and experience in relocation work under the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

The Consultant will take the lead in ROW acquisitions and shall identify APNs for areas where ROW acquisition is needed and where temporary access/ temporary construction easements are needed and provide:

- lists of APNs with 30%, 60%, 90% and 100% submittals
- prepare acquisition documents (Road Deeds, ROW Agreement Exhibits, etc.)

A preliminary list of parcels is attached based on the initial review by the team. The following 15 parcels are assumed as the initial list of parcels that provides the basis of our understanding of the number and types of parcels requiring right of way services.

APN#'s 3123-001-062, 3123-004-045, 3123-003-094, 3123-003-099, 3123-003-100, 3123-003-101, 3123-003-102, 3123-004-024, 3123-004-037, 3123-004-038, 3123-004-040, 3123-004-046, 3123-004-047, 3123-016-004, 3123-016-005.

6.1 Project Management

The Consultant shall maintain ongoing general consultation and project coordination with the

City and make the City aware of any additional services and/or documentation required by state regulation, outside this scope, identified during the term of this contract.

6.2 Prepare Right of Way Engineering Documents

The city has identified a list of parcels with potential right of way acquisitions in the original Application. The Consultant shall verify through latest County maps and Title records that the APNs listed are accurate and up to date in terms of Right of Way acquisition needed to construct proposed improvements and where temporary access/ temporary construction easements are needed.

Right of Way Engineering begins with the collection of information necessary to determine the location of boundary lines and property rights. It continues through preparation of maps, documents and legal descriptions to the ROW functions. The Consultant shall prepare and provide road easement documents including cover sheet, legal description and plat, stamped and signed by the Consultant Land Surveyor, and shall make any corrections required during negotiations and/or provide additional supporting ROW documents as needed.

A total of 15 plats and legal descriptions is assumed for this scope of work.

The City will be allowed two weeks to review easement package and provide comments up to two (2) times.

6.3 Preliminary Title Report and Investigations

For each property, the Consultant shall:

- a. secure vesting deeds, back up documents, property profiles, and tax maps for each property;
- b. secure preliminary title report which will remain valid for a minimum of 6 months or until there is an ownership change;
- c. secure copies of recorded back-up documents, as needed;
- d. share title information, as needed;
- e. prepare list of title exceptions to be cleared; confirm manner of disposition is consistent with approved project plan; and
- f. facilitate changes to preliminary title report after the preparation of the legal description, if necessary for partial acquisition.

A total of 15 Preliminary Title Reports are assumed.

6.4 Minimum Value Estimate (MVE)

Due to the expected low valuation (<\$10,000) of the land needed for the project, the Consultant shall prepare a waiver valuation or minimum value estimate (MVE) pursuant to Code of Federal

Regulations Section 24.102(c)(2) wherein an appraisal and appraisal review are not required. If the MVE appears to be exceeding the \$10,000 threshold, an appraisal report and appraisal review will be required and an additional authorization request for the appraisal and appraisal review will be submitted. Additional work shall not be performed without the written authorization from the City of Lancaster.

Consultant will mail a notification letter and acquisition policies brochure to the property owner requesting permission to conduct an on-site inspection of the property, advising them of their right to accompany the Valuation Analyst at the time of the inspection, and requesting information regarding the property appraised which could influence the appraised value.

The consultant's valuation analyst will review title information pertaining to respective ownership and will review drawings and other pertinent information relative to the parcel. The valuation analyst will inspect the property personally with the owner (if possible) and document the inspection with photographs for use in the report. The valuation analyst will perform market research to support the selected appraisal methodologies.

6.5 Negotiations with Property Owner(s)

The Consultant shall establish and maintain a complete and current record file in an acceptable format.

The Consultant shall receive and analyze title information and legal description in sufficient detail to negotiate with the property owner and other parties; prepare offer letter, summary statement, and list of compensable items in accordance with state or federal regulations and the approval of the City; present written purchase offer to owner or their representative in person, when possible; and secure receipt of delivery of offer as practical and present and secure tenant information statements, as applicable.

The Consultant shall follow-up and negotiate with property owner, as necessary; prepare and submit recommended settlement justification to City for review and approval; review any independent appraisal secured by property owner; and coordinate reimbursement of appraisal fees (up to \$5,000) with the City. Ongoing negotiations and settlement discussions will continue after the initial offer or until we reach settlement or impasse, as dictated by the overall Project Schedule. The Consultant shall provide final recommendation for just compensation with supporting backup/analysis and the City will review and approve prior to final offer to Owner.

The Consultant shall prepare and assemble acquisition contracts and related acquisition documents required for the acquisition of all necessary property interests; maintain a diary report of all contacts made with property owner or representative and a summary of the status of negotiations indicating attitude of owner, problem areas, and other pertinent information. Copies of all applicable written correspondence will be maintained in files.

The Consultant shall prepare an impasse letter where, after diligent attempts to settle by negotiation, it appears eminent domain will be needed or prudent to acquire the needed interest.

Litigation support: in the event an acquisition is unable to be settled via voluntary means, the negotiations staff will provide a condemnation-ready case file, all relevant negotiations history, and meet with client as needed to provide relevant acquisition content.

The Consultant shall transmit executed/recorded acquisition documents to the City. Each transmittal package shall include a fully executed and properly notarized deed(s), fully executed acquisition contract with attachments, and a brief settlement memorandum which summarizes the pertinent data relative to the transaction.

6.6 Escrow/Title Clearance

The Consultant shall assist the escrow/title company in the following:

- a. Open escrow and coordinate execution of closing instructions providing for title insurance coverage at the settlement amount.
- b. Provide escrow officer with fully executed acquisition contract and notarized deed.
- c. Work in conjunction with escrow officer to facilitate the clearance of title matters as set forth in the settlement memorandum and escrow instructions.
- d. Assist escrow to secure full or partial reconveyance or subordination instruments from lien holders of record.
- e. Review settlement statement for accuracy.
- f. Coordinate deposit of acquisition price and estimated closing costs with escrow.
- g. After the closing, review the title insurance policy for accuracy.
- h. Prepare and mail a letter to County Assessor requesting cancellation of taxes if appropriate.

6.7 Obtain Dedication

The Consultant shall establish and maintain a complete and current record file in an acceptable format.

The Consultant shall establish personal contact with property owner to present details of project to secure dedication of minimum required right of way pursuant to 1997 Development Agreement and establish clear communication channels with the property owner.

The Consultant shall maintain a communication log and maintain a diary report of all contacts made with property owner or representative and a summary of the status.

The Consultant shall transmit executed/recorded acquisition document to the City. Each transmittal package shall include a fully executed and properly notarized deed(s), and a brief settlement memorandum which summarizes the pertinent data relative to the transaction. It is anticipated that the settlement memo will simply state that the dedication was obtained in accordance with the 1997 Development Agreement and no additional compensation was requested/provided.

TASK 7 DELIVERABLES

Consultant shall provide to the City deliverables in hardcopy and electronic format for all phases shown below and as detailed in the Capital Program Division's Standards for CAD Deliverables, WORD (Specifications) and EXCEL (Estimate) files. Provide hard copies in numbers as stated. Cost of the following deliverables shall include reimbursable costs including but not limited to shipping, supplies, etc.:

7.1 Project Administration and Management

- a. PDF of Work Plan
- b. PDF and MICROSOFT PROJECT PROFESSIONAL FOR GANTT CHART of Detailed Critical Path Project Schedule
- c. PDF of Kick-off Meeting (1) (Agenda and Minutes)
- d. PDF of Progress Meetings (10) (Agenda and Minutes for 30%, 60% and 90%)
- e. PDF of Progress Meetings (1) (100% PS&E's Bid Set and closing items)
- f. PDF of all Utility Contact Logs, Utility Meetings, Coordination Calls/Emails, and Correspondence
- g. PDF and WORD file of Notification Letter(s) A
- h. PDF of Permit Documentation/Correspondence/Notices

7.2 Research

- a. PDF of all record maps not issued by City (street, storm, sewer, electrical, etc.)
- b. PDF of all Utility atlas/utility record maps issued through Letter A, B & C process
- c. PDF of all of survey records, tie sheets, field books, monument records, etc. (not provided by City)
- d. PDF of boundary and ROW maps obtained
- e. PDF of all record maps, vesting deeds and Assessor Parcel information (not provided by City)
- f. PDF of all incidental research documents (not provided by City)

7.3 Design Engineering and Surveys

- a. PDF plot of the topographic mapping/survey control signed and sealed by a California Licensed Land Surveyor. If the survey and mapping work are more than two (2) sheets, then one (1) electronic copy per the Standards for CAD Deliverable in Appendix I is acceptable.
- b. Consultant shall provide to the City deliverables in hardcopy and electronic format as detailed in the Capital Program Divisions Standards for CAD Deliverables
- c. A USB flash drive containing digital photos taken during the field survey
- d. PDF of all maps/exhibits/data obtained during the course of the survey
- e. Excel file and PDF of list of APN's and identification of areas where ROW acquisition will be needed.
- f. A USB flash drive containing copies of all survey records from tie sheets, field books and monumentation recovery notes not issued by City (if recording of monumentation was required during the course of the fieldwork).
- g. PDF of all geotechnical documents, reports, field samples, photos and correspondences
- h. PDF of all potholing documents, reports, photos and correspondences
- i. Geometric Layout Traffic Analysis Report
- j. Electronic design file (AutoCAD 2010) containing the Geometric Layout tasks described herein such as the horizontal design (curbs and striping) with typical notes and layers identifying the critical design parameters and truck templates as well as the placements and recommendation notes on the signing, striping, lighting, CID grading, landscaping parameters, circulatory cross slopes, and other tasks noted.
- k. Geometric Layout Supplementary Signing Report containing additional design information and placement of the recommended signing for this project.
- l. Geometric Layout Supplementary Landscaping Report containing additional information and placement of the recommended landscaping parameters for this project.
- m. Geometric Layout QA/QC review notes, as warranted, by the review and assistance to City of PS&E documents.

7.4 Scoping of Improvements

- a. PDF of pre-design layout

7.5 Engineering Plans, Specifications, and Estimates

- a. 30% Plans (demolition, street layout, plan and profile, storm drainage, water system, electrical and street lighting, electrical and traffic signal modification, landscaping and irrigation, preliminary striping/signing/markings and any preliminary construction details) – (4-hard copies)
- b. Conceptual streetscape sketches, material samples, example photos and other illustrative exhibits
- c. 60% Plans and Estimates (P&E's) – (4-hard copies)

- d. 90% PS&E's (4-hard copies)
- e. PS&E's Final Bid Set (100%) – stamped and signed (4-hard copies)
- f. Consultant shall provide to the City deliverables in hardcopy and electronic format for all items a. through e. described above.
- g. PDF of all Utility Contact Logs, Utility Meetings, Coordination Calls/Emails, and Correspondence
- h. PDF and WORD file of Notification Letter(s) (B and C)

7.6 ROW Acquisition

- a. ROW Acquisition Plan Set (one electronic copy and 2-hard copies)
- b. Excel file and PDF list of APN's and identification of areas where ROW acquisition will be needed (for 60%, 90% and 100% phases).
- c. A USB flash drive containing editable AutoCAD files of all legal descriptions, exhibits and road deeds.
- d. PDF of all communication (correspondence, meeting minutes, telephone conversation records, etc.)
- e. Preliminary Title Report for each property
- f. List of title exceptions to be cleared
- g. Draft Road Easement Documents for each acquisition. Cost shall include reimbursable costs including but not limited to shipping, supplies, etc.
- h. Copies of all relevant investigation information and communication (correspondence, meeting minutes, telephone conversation records, etc.)
- i. Minimum Value Estimate Report(s) including backup/supporting documentation, photos, etc.
- j. Copies of all MVE communication (notices, correspondence, meeting minutes, telephone conversation records, etc.)
- k. Copies of all escrow/title clearance communication (correspondence, meeting minutes, telephone conversation records, etc.)
- l. Clear Title
- m. Copies of all negotiation communication logs and diary reports documenting negotiations
- n. Copies of all negotiation communication (notices, correspondence, meeting minutes, telephone conversation records, etc.) with Owner
- o. Clear Title for each property
- p. Original Recorded Easement Document

**LACMTA 2015 Call for Projects
Project Funding Application and
Project Study Report Equivalent (PSRE)**

REMINDER: A complete application for an **RSTI** project consists of two hard copies of Parts I, II, and III of the application, along with a CD-R or DVD of the electronic files plus an e-version of the PSR/PDS or PSRE, if required. Please complete the following sections of the online application to ensure that the full application is created.

- ☐ Overview
- ☐ Part I – General Information
- ☐ Part I – Project Readiness
- ☐ Part I – Impact Checklist
- ☐ Part II – Project Financial Expenses
- ☐ Part II – Project Funding Sources
- ☐ Part II – Project Financial Summary
- ☐ Part III – General Information
- ☐ Part III – 1-A
- ☐ Part III – 1-B
- ☐ Part III – 2
- ☐ Part III – 3-A
- ☐ Part III – 3-B
- ☐ Part III – 4
- ☐ Part III – 5
- ☐ Part III – 6

In addition, please be sure to include all necessary maps, tables, figures, and the following signature pages with the full application package:

- ☐ Project Study Report Equivalent or Project Study Report/Project Development Support if required (digital format)
- ☐ Part III – Supporting documentation (Regional Significance and Intermodal Integration), if applicable (digital or paper)
- ☐ Part III – Right-of-Way Appraisal Report, if required
- ☐ Pavement Management System rating, if required (3R projects)

PROJECT FUNDING APPLICATION


MTA Use Only

Project # _____

Mode: _____

Area: _____

NOTE TO APPLICANT: Each individual project must be submitted as one application. A complete application package, comprised of Parts I, II, and III (general, financial, and modal applications), along with the appropriate documents, as well as a CD-R or DVD of each application, must be submitted by the application submittal deadline of January 16, 2015. An e-version of the PSR/PDS should be included on the CD-R or DVD; paper copies are no longer allowed. Do not submit spiral or machine-bound applications. Project Study Reports/Project Development Support (PSR/PDS) or a Project Study Report Equivalent (PSRE) (whichever is applicable), plans, brochures, or other literature will not be accepted in lieu of a completed Metro application All questions must be answered.

 **Prior to filling out this application, be sure to review the Call for Projects “New and Important Program Requirements” found on page 7 of this Application Package.**

PART I - GENERAL PROJECT INFORMATION

1. PROJECT TITLE (Do not exceed 60 characters, including spaces - for use on all MTA summary listings):

MEDICAL MAIN STREET

2. PROJECT APPLICANT:

Lead Agency

**CITY OF LANCASTER
44933 FERN AVENUE
LANCASTER, CA 93534**

Contact Person Name* & Title:

Raymond M. Hunt, Capital Program Manager


Phone #: **661 945-6860** and Fax #: **661 723-6221**

e-mail: **rhunt@cityoflanasterca.org**

* Please note that the designated “Contact Person” is the only contact point for all Call for Projects communications from MTA. All MTA correspondence, questions, inquiries soliciting clarification of information contained in applications, etc., will be directed to the identified contact person. Therefore, if the above designated contact person no longer functions in this capacity (i.e., vacation, illness, etc.), it is the responsibility of the project applicant to contact both the modal lead and overall leads (see page 24) with the newly designated person who will function as the liaison between MTA and the Project Applicant. MTA is not responsible for being unable to reach the designated “contact person”.

3. MODAL CATEGORY (select ONE only and include Part III of application beginning on page indicated):

<input checked="" type="checkbox"/>	Regional Surface Transportation Improvements	Priority No.	1	of	2
<input type="checkbox"/>	Goods Movement Improvements	Priority No.		of	
<input type="checkbox"/>	Signal Synchronization & Bus Speed Improvements	Priority No.		of	
<input type="checkbox"/>	Transportation Demand Management	Priority No.		of	
<input type="checkbox"/>	Bicycle Improvements	Priority No.		of	
<input type="checkbox"/>	Pedestrian Improvements	Priority No.		of	
<input type="checkbox"/>	Transit Capital	Priority No.		of	
<input type="checkbox"/>	Transportation Enhancement Activities	Priority No.		of	

 If this application is part of a multi-modal application, and separate applications are being submitted in other modal categories, please indicate below by checking which mode(s).

<input type="checkbox"/>	Regional Surface Transportation Improvements
<input type="checkbox"/>	Goods Movement Improvements
<input type="checkbox"/>	Signal Synchronization & Bus Speed Improvements
<input type="checkbox"/>	Transportation Demand Management
<input type="checkbox"/>	Bicycle Improvements
<input type="checkbox"/>	Pedestrian Improvements
<input type="checkbox"/>	Transit Capital
<input type="checkbox"/>	Transportation Enhancement Activities

4. PROJECT DESCRIPTION SUMMARY (Do not exceed 180 characters, including spaces - for use on all MTA agenda items and reports):

Construct 2 miles of new complete streets to alleviate burden to existing arterial network, whilst providing necessary access to existing and proposed medical facilities.

5. PROJECT LOCATION & LIMITS OR SERVICE AREA

Project limits are within the City of Lancaster near the Antelope Valley Hospital and surrounding area. The project area is bounded by 13th Street West to the east, Avenue J to the north, 20th Street West to the west, and the Antelope Valley Freeway (SR-14) and Avenue J-8 to the south.

The proposed improvements will improve service to the region that serves the Antelope Valley Hospital. The limits of this service region extend from Rosamond (Kern County) to the north; Acton to the south; Lake Los Angeles to the east; and, Lake Hughes to the west. This region supports more than 500,000 people.

6. TOTAL PROJECT EXPENSES: **\$14733364.00**
(From Part II, Line 18 - In FY 2014-15 whole dollars)
7. TOTAL FUNDING REQUEST: **\$6000000.00**
(From Part II, Line 35 - In FY 2014-15 whole dollars)
If full Metro requested funding is not available, would your jurisdiction be amendable to reduced funds? **Yes**
8. PROGRAMMING QUESTIONS:
- Has this project or any component of it previously received funding from previous MTA Calls for Projects (CFP)? **No**
If yes What is the CFP ID#: **0.00**
How much funding was awarded?
in which years was funding awarded?
 - Has this project or any component of it previously received any federal funds? **No**
If yes, what type of federal funds was received?
 - Is the project in the Federal Transportation Improvement Program (FTIP)? **Yes**
If yes, what is the FTIP ID #? **LA0G928 (portion)**

9. PROJECT READINESS

As indicated under the Program Requirements, "Project Readiness" will be a factor in determining whether a project application continues through the MTA Call for Projects evaluation process. It is important that applicants provide accurate and complete information in this section. Should a project applicant be awarded funds in the 2015 Call for Projects, applicants should carefully evaluate project readiness prior to applying in the Call as it could jeopardize funding.

Provide any evidence that project funding will result in a timely completion including the following information:

- Describe how the schedule provided is realistic to enable project completion based on the years funding is requested in the Part II Project Financial Plan of this application, and is consistent with the above schedule and Metro's or the State/Federal Lapsing Policies (See Appendix C).
The principal factors enabling the project schedule to be met is availability and commitment of local funding contributions in the years indicated in the Project Financial Plan. Additionally, the project has already been presented to and approved by the City Council, including a partnership with the Antelope Valley Hospital for future development and expansion of medical facilities in the City of Lancaster. The City's financial readiness will allow the project to move forward in a manner consistent with the requirements of Metro, the State of California, and Federal Lapsing Policies. This project schedule is consistent with schedules for similar projects within the area and previously undertaken by the City of Lancaster. The City of Lancaster has the resources and staff to meet the requirements set forth in the policies and will ensure that all deadlines are met in order to complete this project. The City's 50% match will be committed upon award of the grant.
- List all owners of the right-of-way where the project is to be constructed. Are there any future plans that might affect the project? Have the owners been contacted? If so, are they willing to sell the property?
The surrounding arterial streets to receive 3R and complete street improvements are owned and operated by the City of Lancaster. The list of the impacted APNs is referenced below. Future plans will be in line with the land use categories contained in the City's General Plan and have been factored into the Medical Main Street Project. The City owns several parcels within the project area. In addition, Antelope Valley Hospital owns several parcels within the project area and is an active partner in the project. This reduces the number of required right-of-way parcels to be acquired which in turn reduces the schedule risk associated with the right-of-way acquisition. There are 15 parcels owned by others that will be impacted and partially acquired. There are no future plans that might affect the implementation of this project. Additionally, the project has been presented to the City Council during a public meeting and was approved.

The project has been discussed with some owners and they are in favor of the project. No specifics have been discussed with individual land owners, however, since the project has not been environmentally cleared at this point.

A list of the impacted APNs that are not owned by the City or Antelope Valley Hospital include:

3123-001-062 3123-001-068
3123-003-094 3123-003-099
3123-003-100 3123-003-101
3123-003-102 3123-004-027
3123-004-037 3123-004-042
3123-004-045 3123-004-046
3123-004-047 3123-016-004
3123-016-005

What are the existing uses of the right-of-way?

The existing land uses of the right-of-way are health care, commercial, residential, undeveloped residential and undeveloped vacant.

Are there any future plans that might affect the project?

No

Have the owners been contacted?

Yes

If so, are they willing to sell the property?

Yes

- Does the project require the use of Metro-owned right-of-way? The project applicant is responsible for coordinating with Metro's Real Estate Department and ensuring consistency with Metro's Right-of-Way policy if the project is either adjacent to, or encroaches upon, Metro property or requires a license for its use from Metro. The cost of any alterations to the Metro right-of-way to make it usable for a project, including relocations or removal of existing structures, or meeting other Metro conditions for use of the property will be the responsibility of the project sponsor.

No

- Identify all other agencies or organizations that are active participants in this project. Indicate how their involvement is required in order to implement this project. List the names and phone numbers (if possible) of representatives from these agencies. "Letters of support" should be included with the application package, not mailed separately to Metro's CEO.

The City of Lancaster and the Antelope Valley Hospital are both active participants in this project. This is a very strong combination because the City of Lancaster understands how to deliver transportation projects and build strong partnerships with private entities. The City is incorporating its experience from the BLVD project which is an award winning pedestrian-oriented mixed use plan in the downtown district of Lancaster that was executed with a combination of City and private entity efforts. AV Hospital thoroughly understands medical facility planning and has had success in partnering with organizations such as City of Hope (which currently has a facility within Medical Main Street) and USC. This combination will leverage the best of each organization in bringing Medical Main Street to reality.

Names and contact information for AV Hospital is shown below:

Antelope Valley Hospital
Contact: Dennis M. Fox, FACHE Chief Executive Officer
Phone: (661) 949-5533

The Antelope Valley Transit Authority is another participant that has expressed support for the project. See attached letter from AVTA. While not as active as AV Hospital in the project, AVTA plays a key role in expanding transit ridership with this project and remains committed to expanding their service lines through Medical Main Street.

- Are there any adjacent jurisdictions, agencies, property owners, etc., who would be impacted by the proposed project?

YES

If yes, please list and describe outreach efforts, dates, participants and any results/issues that could impact the project's schedule.

The project will impact several properties. The City of Lancaster will be acquiring right-of-way for construction of the interior roadway network. A tentative list of the affected properties (APNs) is shown in the second bullet of this Section. A final list of all affected properties will be included within the Environmental Documents as the project proceeds. Discussions with property owners indicate that the project has support and is not likely to encounter resistance as it proceeds. It is not known whether condemnation will be necessary for the project at this point but based on early indications condemnation is not expected.

Future outreach efforts are planned and will include local organizations such as Antelope Valley Partners for Health, Antelope Valley College, AV Union High School District, and LA County Department of Public Health. The Medical Main Street project is a critical step in realizing the goal of adequate and efficient access and mobility in the region, and improved health and health care for the City of Lancaster and the greater region.

Will right-of-way condemnation be necessary?

No



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Executive Director
Julie M. Austin

January 26, 2015

Mayor R. Rex Parris
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

RE: Medical Main Street Project

Dear Mayor Parris:

This letter is to express the Antelope Valley Transit Authority's support to the City of Lancaster for the Medical Main Street project.

The reconfigured bus route and new bus stops located within the Medical Main Street planning area will improve access to the Hospital and medical facilities and increase ridership.

Over the last several years, the City has actively pursued policies and action programs that promote compact growth and sustainability, encourage neighborhood connectivity, and encourage active transportation to promote healthy living throughout the City. The Medical Main Street Project aligns closely with these efforts.

I appreciate the opportunity to support the City's grant application for this project.

Respectfully submitted,

Julie M. Austin
Executive Director

- Indicate the proposed project schedule below by filling in estimated (or already completed) dates for the project activities. Please indicate any milestones that are complete or in progress.

PROJECT READINESS continued on next page

Activity	Date
Feasibility Study	
Project Study Report	1/16/2015
Operation Plan	
Start of Environmental Documentation	7/1/2016
Community Meetings or Other Forums (please list below)	
 Draft Environmental Document	12/29/2017
Final Environmental Document	9/1/2018
Governing Board Approval	11/1/2018
(please provide name of governing board below) Lancaster City Council	
Begin Design Engineering	12/1/2018
Completion of Plans, Specifications, and Estimates	3/1/2020
Start of Right-of-Way-Acquisition	6/1/2019
Right-of-Way Certification*	5/1/2020
Utility Relocation	5/1/2020
Ready to Advertise	7/1/2020
Start of Construction (Contract Award)	10/1/2020
Project Completion	12/1/2021
Other	

*The right-of-way phase is complicated so applicants should be realistic about the length of time.

10. Impact Checklist

Recent federal and state policies call for the integration of pedestrian and bicycle plans and policies into transportation plans and project development. Walking and bicycling foster safer, more livable communities, promote physical activity and health, and reduce vehicle emissions. These policies are included in the U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, Senate Bill 375, the Complete Streets Act of 2008, and continued in the new MAP-21 transportation authorization. The purpose of this checklist is to document how the needs of pedestrians and bicyclists were considered in the process of planning and/or designing the proposed project. For projects that do not accommodate bicyclists and pedestrians, the project applicant must document why not. All project applicants, except those applying under the TDM category, must complete Part I and II. Applicants applying for funds under the TDM category can skip Part I and II, but must complete Part III.

Part I. Existing Conditions

a. For existing pedestrian and bicycle facilities located within 1000 feet of the proposed improvements, please provide one of the following:

- ☐ 1) a map of existing pedestrian and bicycle system facilities;
- ☐ 2) a map combining existing pedestrian and bicycle system facilities with the proposed improvements
- ☒ 3) a list of pedestrian and bicycle facilities in table format.

If pedestrian and/or bicycle facilities do not currently exist, please indicate this and identify if accommodations for pedestrians and bicycles are planned.

Currently no designated bike lane exists along West Avenue J, 20th Street West, 15th Street West, Lowtree Avenue, and 13th Street West within the project limits. Also, there are pedestrian sidewalk gaps along West Avenue J in the westbound direction, 15th Street West in the northbound direction, Lowtree Avenue in the southbound direction and 13th Street West in the southbound direction.

The proposed improvements will provide shared bike lanes and sidewalks in both directions. It will also close the gaps that currently exist within the existing sidewalks. Curb extensions are planned for at the pedestrian crossings within the project limits to enhance pedestrian safety and encourage mobility. The new interior street network will provide for additional complete streets, equipped with both bike and pedestrian facilities, transit stops with bike accommodations, and a jogging trail extending through the project area.

B. Please indicate any particular pedestrian uses or needs along the project corridor.

Check all that apply:

- ☒ School children/schools
- ☒ Nighttime pedestrian activity (e.g., sidewalk use or roadway crossings)
- ☒ Mid-block crossings
- ☒ Path used by elderly pedestrians
- ☒ Path used by disabled pedestrians
- ☒ Other. Please Explain

Presently there are independent medical buildings and other facilities sharing space that are not connected by streets or sidewalks. This limits access between the existing facilities for pedestrians and bicycles which results in people driving from one facility to the other. A connected sidewalk network will reduce the need to drive within the project area and encourage people to walk or use transit through an efficient and easy means of reaching existing and new transit stops. Additionally, the new internal complete street network will provide connectivity from residential neighborhoods to medical facilities and large commercial and retail shopping centers.

Sunnydale Elementary School exists in the southeast portion of the project area. Sidewalks do not exist on some streets which limits pedestrian access to this school. The proposed project would also provide sidewalks and connect the school to other uses within the project area, including residential. Another example is access from the Antelope Valley Hospital to the City of Hope center - currently these high use facilities are not connected by a accessible sidewalk however the proposed project will connect these facilities with a sidewalk that will pass through a proposed Healing Garden and connect to other pedestrian facilities.

Other features include mid-block crossings that currently exist at various locations and would be mitigated with bulb-outs at the crossings.

All proposed sidewalks will include curb ramps that meet ADA standards. In addition, signal crossings will account for elderly pedestrians with enhanced crossing times and additional signage near mid-block crossings to increase safety and awareness for elderly community members.

Roundabouts are proposed at five intersections within the project area. The roundabouts will accommodate pedestrian and bicycle access across the intersections. Roundabouts reduce the severity of accidents, particularly T-bone accidents, which is one their advantages. Increased operational efficiency is another benefit of roundabouts utilizing yield control rather than time phases.

Lastly, the integrated sidewalk network follows the First/Last Mile Strategy of encouraging transit use by providing easy access to existing and new bus stops within and bordering the project area.

**Existing
Pedestrian and Bicycle Facilities
w/in 1,000 feet of Project Area**

At	From	To	Pedestrian Facilities	Bicycle Facilities
West Avenue J-8	21st Street West	20th Street West	EB & WB	EB & WB
	20th Street West	15 Street West	EB & WB	EB & WB
	15th Street West	13th Street West	EB	EB & WB
	13th Street West	12th Street West	EB & WB	EB & WB
	12th Street West	10th Street West	WB	-
West Avenue J	NB SR-14 On Ramp	20th Street West	EB & WB	-
	20th Street West	Kingtree Avenue	EB & WB	-
West Avenue J-5	13th Street West	12th Street West	EB	-
	12th Street West	10th Street West	-	-
20th Street West	Holly St	West Avenue J-8	NB	-
	West Avenue J-8	West Avenue J	NB & SB	-
	W Newgrove Ave	West Avenue J	NB & SB	-
17th Street West	West Avenue J	Norberry St	SB	-
15th Street West	Flood Channel	West Avenue J-8	NB & SB	-
	West Avenue J-8	West Avenue J-5	SB	-
	West Avenue J-5	West Avenue J	NB & SB	-
	West Avenue J	Norberry St	NB & SB	-
13th Street West	West Avenue J-8	West Avenue J-5	NB	-
Lowtree Avenue	West Avenue J-2	West Avenue J	NB	-
	West Avenue J	Norberry St	-	-
12th Street West	West Avenue J-11	West Avenue J-5	NB & SB	-
	West Avenue J-5	West Avenue J-4	NB	-

C. What existing conditions could the proposed project improve for pedestrian and bicycle travel in the vicinity of the proposed project? Check all that apply:

- | | |
|---|--|
| <input type="checkbox"/> Signal cycles non-compliant with MUTCD standards | <input checked="" type="checkbox"/> Existing bicycle or pedestrian routes that require significant out-of-direction travel |
| <input checked="" type="checkbox"/> Infrequent opportunities for pedestrians to cross roadways | <input checked="" type="checkbox"/> Traffic signals that are unresponsive to bicycles |
| <input checked="" type="checkbox"/> Wide roadway crossings | <input type="checkbox"/> Freeway on- and off-ramps |
| <input checked="" type="checkbox"/> Missing sidewalk | <input type="checkbox"/> Narrow curb lanes |
| <input type="checkbox"/> Sidewalk obstruction | <input type="checkbox"/> Choke points |
| <input checked="" type="checkbox"/> Lack of adequate sidewalk path of travel for current and projected pedestrian volumes | <input type="checkbox"/> Free right turns for vehicles (which can discourage drivers from observing) |
| <input type="checkbox"/> Not compliant with ADA Accessibility Guidelines for Building and Facilities | <input type="checkbox"/> Lack of bicycle racks on buses (for bus replacement projects) |
| <input checked="" type="checkbox"/> Lack of pedestrian-level lighting | <input checked="" type="checkbox"/> Lack of secure bicycle parking |
| <input type="checkbox"/> Railroad crossings | <input checked="" type="checkbox"/> Gaps in bicycle facilities |
| <input type="checkbox"/> Truck and pedestrian/bicycle conflicts | <input type="checkbox"/> Previously synchronized/coordinated route |
| <input type="checkbox"/> Corridor equipped with advanced/adaptive Traffic Management | |

☒ Other. Please Explain:

Sidewalks and bike lanes: As discussed earlier, the project limits lack adequate sidewalks and bicycle lanes which would otherwise allow for walking and bicycling as viable modes of transportation. With all the nearby services, this project will resolve the deficiencies in sidewalks and bicycle lanes and provide First/Last Mile benefits with improved access to bus stops. In addition, the improved pedestrian and bicycle network will reduce vehicle trips through use of the alternate modes described above.

Roadway Deficiencies: Along 17th Street West within the project limits there are connection gaps. These connection gaps limit the public access to the existing services. The proposed project will provide direct street access not only to pedestrians but also to bicyclists and vehicles as well. A proposed signal at Avenue J/17th Street West will provide pedestrians and cyclists with increased opportunities to cross. Street improvements will be made along 15th Street that will allow for bicycle access in both directions of travel. Currently there are no bike routes through the hospital area so cyclists are forced to travel around the site. Additional improvements will be made within the project limits that will transform the interior street network into one that will be both pedestrian and bicycle friendly and will provide much improved access to emergency vehicles and citizens alike.

D. Is the transit dependent community being served?

Yes

Part II The Project

A. Does this project correct any of the following conditions to create an incentive for pedestrian and bicycle travel? Check all that apply:

Pedestrian Facilities

- ☒ Add sidewalks on both sides of the street
- ☒ Add missing curb ramps
- ☒ Reduce pedestrian crossing distance
- ☐ Pedestrian signal heads
- ☒ Pedestrian-actuated traffic signals or automatic pedestrian cycles
- ☒ High visibility crosswalks
- ☐ Illumination at crosswalks
- ☐ Other crosswalk enhancements
- ☒ Pedestrian-level lighting
- ☐ Median safety islands
- ☒ Shade trees
- ☒ Landscaping
- ☒ Benches or other types of seating
- ☒ Planter or buffer strips
- ☒ Wayfinding signage
- ☒ Improved/increased pedestrian and auto/truck separation
- ☒ Other pedestrian facilities. Please explain below:

Throughout the project site, sidewalks will be added to finish the incomplete system of sidewalks that currently exists. Street improvements include, road diet, addition of medians at specified locations and on street parking at specified locations as well. Shade trees will be included along the landscaped parkways and benches will be located within the project areas to provide rest areas for pedestrians. Sidewalks will also pass through a proposed Healing Garden. A jogging path is planned along 17th Street West which will increase recreational and exercise options within the area. Curb bulb-outs are proposed to reduce the street crossing distance for pedestrians and increase safety.

Bicycle Facilities

- ☐ Class I bicycle path
- ☒ Class II bicycle path
- ☒ Class III bicycle path
- ☐ Bicycle Boulevard
- ☒ Wide outside lanes or improved shoulders
- ☒ Bicycle actuation at signals (i.e., loop detectors and stencil or other means)
- ☒ Signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
- ☐ Long-term bicycle parking (e.g., for commuters and residents)
- ☒ Short-term bicycle parking
- ☐ Corridor will be updated and synchronized
- ☐ Accommodates/mitigates goods movement delivery
- ☒ Other bicycle facilities. Please explain below:

Bike lanes in both directions of travel will be added to the exterior roads around the project area including 15th Street West, Avenue J, and Avenue J-8. Shared bike lanes, sharrows, will be incorporated throughout the project limits to open access to bicyclists where none exists. Existing signals will be modified to include bicycle detection technology. Short term bicycle parking will be provided at Antelope Valley Hospital, other facilities, and transit stops in order to integrate bicycle usage more fully into the project area.

B. Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement? If yes, please describe situation in detail and provide evidence of public notification about the impacts to the bicycle and/or pedestrian facility. Was the facility funded through a prior MTA Call for Projects? If yes, please provide the modal category that funded the initial project, year of application, and year constructed. Please indicate if bicycle and pedestrian facilities are not available in the project area.

This project will not sever or remove existing pedestrian or bicycle facilities or hinder the movement of such activities.

C. If the proposed project does not improve both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel (for a Goods Movement project, only address if the proposed project would hinder bicycle or pedestrian travel):

i. List reasons why the project is being proposed as designed without considering these modes

Both pedestrian and bicycle modes are included in this project.

ii. Describe any alternatives that would improve, avoid or mitigate the adverse impact to pedestrian and bicycle travel and why they are not being proposed. Identify the mitigations that are proposed to ensure a net improvement in the system.

Improvements to both modes are included with this project.

D. Will the proposed project hinder or reduce the effectiveness of public transit? If yes, please describe the situation in more detail and identify the mitigations proposed to alleviate the impact.

This project will not hinder or reduce the effectiveness of public transit.

Part III. Transportation Demand Management

This part should be completed only by applicants who are applying for funding under the TDM modal category.

A. Please indicate how this proposed project will accommodate other non-motorized modes. How will it improve multi-mobility?

B. Please describe the community that will benefit from this project. How does this proposed project improve the connectivity of transit in the area where the proposed project is located?

C. What existing travel condition(s) will this proposed project improve or impact? How? Check all that apply and explain using the space below:

- | | |
|---|---|
| <input type="checkbox"/> Reduces total traffic congestion | <input type="checkbox"/> Increases ridesharing |
| <input type="checkbox"/> Reduces peak period traffic | <input type="checkbox"/> Increases public transit usage |
| <input type="checkbox"/> Shifts peak to off-peak periods | <input type="checkbox"/> Increases cycling |
| <input type="checkbox"/> Shifts automobile travel to alternative mode | <input type="checkbox"/> Increases walking |
| <input type="checkbox"/> Improves access to alternative modes | <input type="checkbox"/> Increases telework options |
| <input type="checkbox"/> Reduces the need for travel | <input type="checkbox"/> Reduces freight traffic congestion |
| <input type="checkbox"/> Improves the first/last mile solution | <input type="checkbox"/> Reduces CHG |
| <input type="checkbox"/> Reduces the need for travel | |
| <input type="checkbox"/> Other. Please explain below: | |

D. What improvements are included in the proposed project for other non-motorized modes?

E. How will this proposed project create incentives for use of alternative modes and reduce traffic? Check all that apply and explain below:

- ☐ Congestion reduction
- ☐ Road and parking savings
- ☐ Consumer savings
- ☐ Transport choice
- ☐ Pedestrian and bike access improvement
- ☐ Efficient land use
- ☐ Community livability
- ☐ Other. Please explain below:

F. What are the goals and objectives of the proposed project?

G. How will you document the reduction of VMT for this proposed project?

H. If this is a wayfinding proposed project, how will this proposed project improve transit options and increase the use of other non-motorized modes?

I. If this is a technology-based proposed project, how is the technology innovative? How does it maximize transit use and support integration of other existing systems?

- ☐ Signal cycles non-compliant with MUTCD standards
- ☐ Infrequent opportunities for pedestrians to cross roadways
- ☐ Wide roadway crossings
- ☐ Missing sidewalk
- ☐ Sidewalk obstruction
- ☐ Lack of adequate sidewalk path of travel for current and projected pedestrian volumes
- ☐ Not compliant with ADA Accessibility Guidelines for Building and Facilities
- ☐ Lack of pedestrian-level lighting
- ☐ Railroad crossings
- ☐ Truck and pedestrian/bicycle conflicts
- ☐ Corridor equipped with advanced/adaptive traffic management
- ☐ Existing bicycle or pedestrian routes that require significant out-of-direction travel
- ☐ Traffic signals that are unresponsive to bicycles
- ☐ Freeway on- and off-ramps
- ☐ Narrow curb lanes
- ☐ Choke points
- ☐ Free right turns for vehicles (which can discourage drivers from observing pedestrian right-of-way)
- ☐ Lack of bicycle racks on buses (for bus replacement projects)
- ☐ Lack of secure bicycle parking
- ☐ Gaps in bicycle facilities
- ☐ Previously synchronized/coordinated route
- ☐ Other

Please explain:

PART II - PROJECT FINANCIAL PLAN (ATTACH)

Complete and attach the financial plan for the project, pages 48-50. Clearly identify all funding sources as either COMMITTED or UNCOMMITTED. Project Applicants should note that if their application is awarded funding, all Local Match funding will be escalated accordingly and considered committed. All figures must reflect FY 2014-15 whole dollars.

The amount of local funds available through the 2015 Call for Projects will be limited. Therefore, federal and state funds represent the majority of the available funding.

A person duly authorized to sign for the organization (city manager, general manager, executive director, or high-ranking officer) must sign below:

Notwithstanding my declared Local Match, as indicated in Part II-Project Financial Plan of this application, I understand that I will be required to submit additional hard match if awarded federal and state funding in future years.

I certify that all sources of grant funding have been identified in Part II - Project Financial Plan

I certify that this project is not the full responsibility of a developer.



Signature

January 29, 2015

Date

Public Works Manager

Title

PART II: PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

2015 CALL FOR PROJECTS

Project Title: MEDICAL MAIN STREET

Project Sponsor: CITY OF LANCASTER

1. PROJECT FINANCIAL EXPENSES

NOTE: INDICATE ALL AMOUNTS IN FY 2014-15 WHOLE DOLLARS. METRO WILL ESCALATE ACCORDINGLY

PROJECT EXPENSES *	Prior Years	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
CAPITAL EXPENSES							
1 Design and PS&E	\$0	\$0	\$0	\$755,116	\$188,779	\$0	\$943,895
2 Right-Of-Way Aquisition or Lease	\$0	\$0	\$0	\$0	\$810,920	\$0	\$810,920
3 Utilities Relocation	\$0	\$0	\$0	\$0	\$550,000	\$0	\$550,000
4 Equipment Purchase or Lease (e.g., computers)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Vehicle Purchase or Lease	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6 Construction	\$0	\$0	\$0	\$0	\$0	\$11,248,681	\$11,248,681
7 Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$1,179,868	\$1,179,868
OPERATING EXPENSES							
8 Administration/Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Operating Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 Marketing	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER (specify)							
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
18 TOTAL PROJECT EXPENSES	\$0	\$0	\$0	\$755,116	\$1,549,699	\$12,428,549	\$14,733,364

* List only expenses to be incurred in the completion of the Scope of Services of the project for which you are applying for funding. Expense categories are not applicable for all projects.

Project management/administration expenses are capped at a maximum of 10% of total project cost.

PLEASE INDICATE THE AMOUNT AND YEARS IF YOU WILL REQUIRE ADDITIONAL FUNDING IN LATER YEARS FOR T

Years **0**

Amount **0.00**

PART II: PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

2015 CALL FOR PROJECTS

2. PROJECT FUNDING SOURCES

NOTE: INDICATE ALL AMOUNTS IN FY 2014-15 WHOLE DOLLARS. METRO WILL ESCALATE ACCORDINGLY

ALL EXISTING PROJECT FUNDING SOURCES* [OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS]	Indicate if Committed or Uncommitted	Prior Years	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
19 FEDERAL MONETARY (Specify)	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
20 Local Match to Federal Monetary	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
21 FEDERAL MONETARY (Specify)	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
22 Local Match to Federal Monetary	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
23 STATE MONETARY (Specify)	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
24 Local Match to State Monetary	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
25 STATE MONETARY (specify)	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
26 Local Match to State Monetary	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
27 LOCAL MONETARY (Local Transportation Funds)**	Uncommitted	\$0	\$0	\$0	\$377,558	\$774,850	\$7,580,956	\$8,733,364
28 In-Kind (Specify)	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
29 OTHER (specify)	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
30	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31 TOTAL EXISTING FUNDING SOURCES AND LOCAL MATCH [OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS]		\$0	\$0	\$0	\$377,558	\$774,850	\$7,580,956	\$8,733,364

* List only funding for expenses to be incurred in the completion of the Scope of Work of the project for which you are applying for funding.

Do not include funding obtained in previous Metro Call for Projects. Funding categories are not applicable for all projects.

* Due to the federal toll credit program, local match is not needed for most federal fund sources at this time. However, toll credits cannot supplant, replace, or reduce the project sponsor's matching contribution. For more information, see toll credit discussion in the Important Program Requirements section of the application package

PART II: PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

2015 CALL FOR PROJECTS

3. PROJECT FINANCIAL SUMMARY

NOTE: INDICATE ALL AMOUNTS IN FY 2014-15 WHOLE DOLLARS. METRO WILL ESCALATE ACCORDINGLY

PROJECT FINANCIAL SUMARY	Prior Years	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
32 Total Project Expenses (Line 18)	\$0	\$0	\$0	\$755,116	\$1,549,699	\$12,428,549	\$14,733,364
33 Total Project Funding (Line 31) [OTHER THAN FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS]	\$0	\$0	\$0	\$377,558	\$774,850	\$7,580,956	\$8,733,364
34 Total Project Funding Shortfall (Line 32 minus Line 33) [There must be a shortfall for a project to be eligible for funding under this Call for Projects]		\$0	\$0	\$377,558	\$774,849	\$4,847,593	\$6,000,000
PROJECT FUNDING REQUEST							
35 TOTAL PROJECT FUNDING REQUESTED UNDER THIS CALL FOR PROJECTS [THIS IS THE AMOUNT REQUIRED TO OFFSET THE SHORTFALL ON LINE 34 FOR WHICH FUNDING IS REQUESTED. DO NOT SPECIFY FUNDING]		\$0	\$0	\$377,558	\$774,849	\$4,847,593	\$6,000,000

PART III - MODAL CATEGORY INFORMATION (ATTACH)

Complete and attach the project information applicable to the modal category selected in Part I, Question No. 3.

CERTIFICATION:

A person duly authorized to sign for the organization (city manager, general manager, executive director, or high-ranking officer) must sign and certify the application.

The applicant is responsible for meeting the terms and conditions of Metro Board project approval. This includes the Local Match requirements and project scope as approved by the Board upon adoption of the 2015 Call for Projects. Applicants should be aware that the scope approved by the Metro Board may differ from that contained in the original application and that Metro may place stipulations on the project as a condition of approval. These will be noted at the time of the funding recommendation and in the standard Funding Agreement (FA), Letter of Agreement (LOA), State Transportation Improvement Program (STIP) LOA, or Transit LOA.

I attest to the fact that the data submitted herein is true and accurate to the best of my knowledge, and that the project will be designed, operated, and maintained to maximize safety:



Signature

January 29, 2015

Date

Public Works Manager

Title

Co-applicants: (If applicable)

Signature/Title

Date

Signature/Title

Date

INSTRUCTIONS & APPLICATION

PART III

REGIONAL SURFACE

TRANSPORTATION IMPROVEMENTS

PART III - REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS

PROJECT TITLE **MEDICAL MAIN STREET**
(from Part I, Question 1)

DESCRIPTION OF PROJECT: On an attached sheet and limited to 250 words, provide a detailed description of the project that includes location/limits, project components and functional improvements. If the application is for a multi-jurisdictional project, identify the project lead, other participants, their respective responsibilities and funding commitment to the project. Attach an 8 1/2" x 11" black & white or color map of the project location noting project limits or service area. Map must be clear and legible and

Construct 2 miles of new complete streets to alleviate burden to existing arterial network, whilst providing necessary access to existing and proposed medical facilities.

PROPOSED PROJECT START DATE: **7/1/2016**

PROJECT DURATION (months): **66**

PROJECT TYPE:
(Check all boxes that apply)

- ☐ Freeway Ramp Improvement
- ☒ Intersection Improvement
- ☒ Arterial Improvement

TOTAL PROJECT FUNDING REQUESTED FOR:

- ☒ Design, Right-of-Way and Construction
- ☐ Design and Construction
- ☐ Right-of-Way and Construction
- ☐ Construction Only

FUNCTIONAL CLASSIFICATION:

- ☐ Major Arterial
- ☒ Secondary Arterial
- ☒ Major Collector
- ☐ Rural Collector Serving in a Higher Capacity

Rehabilitation, Reconstruction, Resurfacing (3R)

5.2% 3R as a percentage of total project cost(if the project's total cost is greater than \$3,000,000 then 3R can be up to 20% of the total cost. If the project cost is less than \$3,000,000 then 3R can be up to 15%)

If project has a 3R component, on a separate sheet and in 100 words or less, provide answers to the below questions:

PART III – Regional Surface Transportation Improvements

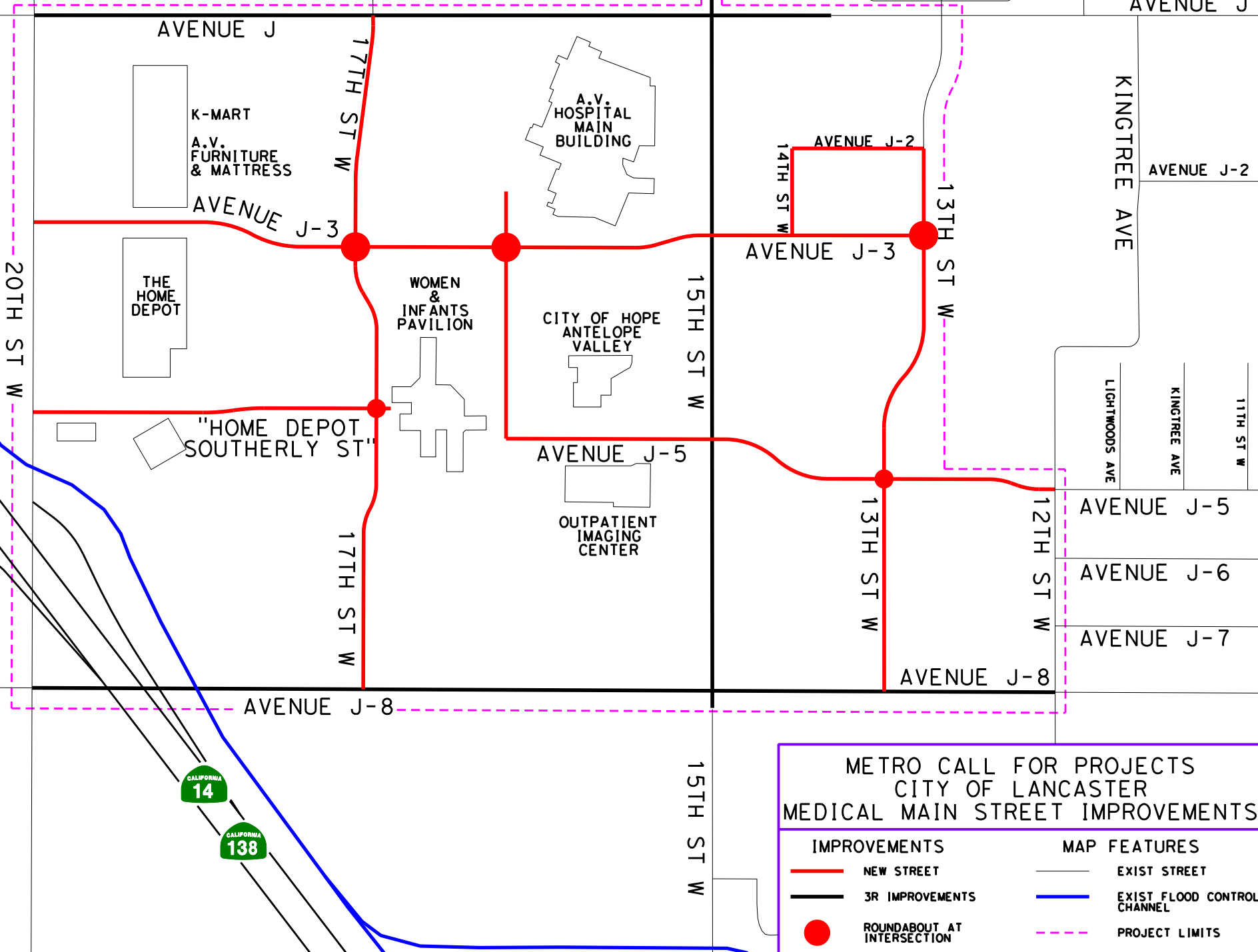
Description of Project:

The purpose of this project is to improve access to Antelope Valley Hospital and the surrounding Medical Main Street Planning area. The Antelope Valley (AV) Hospital currently serves a regional area that extends well beyond the city limits but access to this facility is currently limited to two streets. Antelope Valley Hospital has the region's only trauma center further increasing the importance of providing efficient access to the hospital. Other medical facilities also exist within the Medical Main Street Planning area and providing an efficient street network and mobility within the project area is critical.

The proposed infrastructure improvements are needed to expand street capacity within the project area and along its boundary, and to provide the needed access points into the project area. These improvements provide an integrated network for motorists, pedestrians, bicyclists, and transit riders. The project includes new streets, intersection improvements, shared bike paths, sidewalks, jogging path, 3R improvements, Complete Streets features, and transit access amenities.

The Medical Main Street project area is bounded by 13th Street West on the east, Avenue J on the north, 20th Street West on the west, and SR-14 and Avenue J-8 on the south. New streets include 17th Street West, 13th Street West, Avenue J-3, Home Depot Southerly Street, plus several other minor streets.

The project participants include the AV Hospital and the City of Lancaster which is a strong combination. The City of Lancaster is well versed in planning and delivering transportation projects; AV Hospital brings a deep knowledge of planning facilities which provides a complementary balance to the project.



PART III –

Rehabilitation, Reconstruction, Resurfacing (3R):

The 3R improvement limits are within the Medical Main Street project limits and specifically include Avenue J, 15th Street West, and Avenue J-8. The City has a pavement management program, and the average Pavement Condition Index (PCI) for the proposed streets are:

Street Name	PCI
Avenue J	43
15 th Street West	75
Avenue J-8	59

The 3R improvements are necessary to reduce impacts at tie-in locations where road diet features such as bulb-outs are placed along existing pavement. Rehabilitation is proposed to minimize deterioration and provide visibility for new striping which is needed to reconfigure lanes and incorporate bike lanes.

Excerpts from
City of Lancaster
Pavement Management Program

Field Street Name Report

Avenue J - 15th Street West to 20th Street West

1/29/2015

7:54:29AM

	<u>End 1 Name:</u>	<u>Subsegment</u>	<u>Start Station:</u>					
<u>Street Name:</u>	<u>End 2 Name:</u>	<u>Code:</u>	<u>End Station:</u>	<u>Length:</u>	<u>Width:</u>	<u>Pavement Type:</u>	<u>PCI Date:</u>	<u>PCI:</u>
AVENUE J	17TH ST W	743-1	0.00	1,326.64	44.0	Asphalt	1/1/2009	29.27
	20TH ST W		37,146.00					
AVENUE J	16TH ST W	744-1	0.00	843.79	44.0	Asphalt	1/1/2009	23.41
	17TH ST W		15,188.16					
AVENUE J	15TH ST W	745-1	0.00	482.86	44.0	Asphalt	1/1/2009	31.54
	16TH ST W		5,794.34					
			Total Length:	2,653.29	Feet			
				0.5	Miles			

Field Street Name Report

Avenue J-8 - 15th Street West to 20th Street West

1/29/2015

7:59:12AM

<u>Street Name:</u>	<u>End 1 Name:</u>	<u>Subsegment</u>	<u>Start Station:</u>	<u>Length:</u>	<u>Width:</u>	<u>Pavement Type:</u>	<u>PCI Date:</u>	<u>PCI:</u>
AVENUE J-8	End 2 Name:	Code:	End Station:					
	15TH ST W	954-1	0.00	2,667.54	36.0	Asphalt	1/1/2009	58.98
	20TH ST W		146,714.82					
Total Length:				2,667.54	Feet			
				0.5	Miles			

Field Street Name Report

15th Street West - Avenue J to Avenue J-8

1/29/2015

8:04:03AM

	<u>End 1 Name:</u>	<u>Subsegment</u>	<u>Start Station:</u>					
<u>Street Name:</u>	<u>End 2 Name:</u>	<u>Code:</u>	<u>End Station:</u>	<u>Length:</u>	<u>Width:</u>	<u>Pavement Type:</u>	<u>PCI Date:</u>	<u>PCI:</u>
15TH ST W	AVENUE J-3	1153-1	0.00	859.90	36.0	Asphalt	1/1/2009	81.37
	AVENUE J-2		15,478.18					
15TH ST W	AVENUE J-8	1155-1	0.00	1,775.86	36.0	Asphalt	1/1/2009	84.37
	AVENUE J-4		63,930.82					
			Total Length:	2,635.76	Feet			
				0.5	Miles			

1. Is the 3R component in the same project limits as the proposed improvement(s);

See attached sheet.

2. The repair cost(s) must be broken out from the other project components;

The 3R costs are shown as a separate line item in the cost estimate.

3. Has the project applicant provided documentation indicating the segment's rating within the last three years by the local jurisdiction's PMS (the current rating for the segment must be worse than the trigger value on the PMS - Pavement Condition Index(PCI Rating Scale);and

See attached sheet.

4. Briefly explain why the repair element is a necessary component of the project and not reasonably funded using other available local fund sources.

See attached sheet.

Right-of-Way (ROW)

If this project has a ROW component, please describe any ROW issues that must be resolved prior to implementation of the project, to account for project readiness.

Antelope Valley Hospital is an active participant in the project and is in support of the project. They own several parcels of land within the Medical Main Street project area that would be impacted by the project. The City of Lancaster also owns several parcels within the project area which will simplify the right-of-way acquisition process. There are 15 parcels other parcels that will be impacted and are not owned by the City of AV Hospital. These property owners are also in support of the project and no specific right-of-way issues have been identified at this point.

1. REGIONAL SIGNIFICANCE AND INTERMODAL INTEGRATION (Up to 35 points)

Complete the section below for Regional Significance and Intermodal Integration. The horizon year for projection is 2040.

	YES	NO
Is this project located on the Countywide Strategic Arterial Network (CSAN)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this project a gap closure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is this project located within 2 miles of a major traffic generator (i.e., airports, hospitals, schools, business center, transportation center or other social activity centers)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If this is a multi-modal project, please check the appropriate box(es) and estimated cost below:

- The RSTI project component should be a minimum of 60% of the total project cost. The remaining 40% can be comprised of 3R or multimodal elements.

<input checked="" type="checkbox"/> RSTI	\$12,293,000	<input type="checkbox"/> Signal Synchronization	\$0
<input checked="" type="checkbox"/> Pedestrian	\$1,548,000	<input checked="" type="checkbox"/> Bicycle	\$78,000
<input checked="" type="checkbox"/> Transit	\$52,000	<input checked="" type="checkbox"/> 3R	\$765,000

- The total of all modal components (plus 3R if appropriate) should be equal to the total project cost

	Existing Conditions	With Project
Number of traffic lanes in each direction?	<u>0</u> lanes	<u>2</u> lanes
On-street bikeway facilities?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
If yes, is it a Class II or III bike lane?		Class II
Width of sidewalk infrastructure. If there is a sidewalk on both sides of street, provide the width of the wider sidewalk.	<u>6</u> feet	<u>6</u> feet
Will project result in a net increase, decrease, or no change to existing	No Change	Increase
Would the proposed project result in the alteration or elimination of an existing bike path or pedestrian way?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

If project will result in the elimination or reduction of an existing bike path or sidewalk, please explain on a separate sheet in 100 words or less, why this condition is unavoidable and if bicycle accommodations are provided on an adjacent/parallel street. If bicycle accommodations are provided on an adjacent/parallel street, provide the distance between the project and the adjacent/parallel street and explain the type of

	Existing Conditions	Projected Future Conditions without Project (2035)	Projected Future Conditions with Project (2035)
Average Annual Daily Traffic (AADT) ¹	23500	35600	33800
Vehicles per Hour (VPH) ¹	2100	3200	1400

Please provide the growth rate assumptions and source you used as the basis for projections - Growth Rate: **2%**

Source: **City of Lancaster General Plan Update - Future Traffic Conditions Report (Iteris, 2008) - see attached sheet for all volumes**

¹ Account for all lanes impacted by the project

On an attached sheet and limited to 400 words, address the following:

Where supporting documentation is requested, provide exact title of policy/action, applicable page number(s) or section(s), and either web link OR electronic copy of document(s) on CD or DVD in PDF format OR hard copy if less than 10 pages. Failure to provide supporting documentation where requested may result in no points being

- a) Describe how the project will reduce congestion and enhance regional mobility for all users of the roadway

See attached sheet.

- b) If the proposed project has multimodal components, describe how the project will reduce Vehicle Miles Travelled (VMT).

See attached sheet.

- c) If the proposed project has multimodal components, describe how the project will increase the overall roadway capacity or person throughput.

See attached sheet.

- d) Describe how this project supports Intermodal Integration.
- Identify any regional trip generators such as transit services or facilities and other regional activity centers to which access would be enhanced;
 - If the project is multimodal, explain the project's signal synchronization, transit, bicycles, and/or pedestrian improvement component(s) and how they are an integrated component of the project

See attached sheet.

Part III - Section B

Response to questions a – d:

a) The project provides a network of streets within Medical Main Street that would carry traffic that otherwise would use the surrounding arterials. For example, the addition of 17th Street West provides an alternate to 15th Street West for motorists accessing AV Hospital or other facilities within the project area. This would shift trips from 15th Street West. Several other streets would experience the same effect.

Secondly, bicycle, pedestrian, and transit mobility would be enhanced with the connected network of streets and sidewalks. The new network would connect sidewalks and bike lanes that are currently discontinuous. Transit service would also be enhanced with a complete network of sidewalks which enhances First/Last Mile to local and regional bus stops. An AVTA transfer center is located less than three miles from Medical Main Street.

b) VMT would be reduced with improved transit access to the project area, a connected network of sidewalks and bike lanes that reduces the need to drive between facilities, and road diet features on the surrounding streets that encourage people to park their cars and walk. The project would provide safe and enjoyable transportation options for visitors and commuters. The improved mobility would be a key for increasing ridership on AVTA.

c) By making it safer (and more efficient) to drive, walk and bike, the project will increase overall person throughput in the area. The improvements will cause commuters and visitors to Medical Main Street to use the new streets to reach their destinations. Traffic will reduce on the existing arterials as traffic moves inward to the project area using the new street network. The net effect will be the ability to increase capacity and person throughput.

d) Regional trip generators include AV Hospital, City of Hope, Sunnysdale Elementary School, Home Depot Shopping Center, Antelope Valley Plaza, Desert Sands High School, Desert Christian Centers, and Antelope Freeway.

The bicycle, pedestrian and transit components of the project cannot happen without the development of the new Medical Main Street roadway network and reconfiguration of the existing arterials. Although we could do minor widening and restriping of the existing arterials to add bike lanes surrounding the project area, the capacity of the area would not be improved. The addition of an internal street network will allow for additional multimodal improvements and resolve the capacity and throughput challenges we currently face. The new improvements will create an environment that welcomes healthy living and alternate transportation modes.

Average Annual Daily Traffic (AADT)

and

Peak Hour Volumes (VPH)

Roadway Segment	From	To	Average Daily Traffic (ADT)			Average Annual Daily Traffic (AADT) ⁴		
			Existing Conditions (2014) ¹	Projected Future Conditions without Project (2035) ²	Projected Future Conditions with Project (2035) ³	Existing Conditions (2014)	Projected Future Conditions without Project (2035)	Projected Future Conditions with Project (2035)
Avenue J	20th Street W	17th Street	26,900	40,771	38,671	23,500	35,600	33,800
Avenue J	17th Street	15th Street	26,900	40,771	37,571	23,500	35,600	32,800
Avenue J	15th Street	Kingtree Avenue	23,600	35,770	32,970	20,600	31,300	28,800
Avenue J-3	20th Street W	17th Street	Future	-	2,800	Future	-	2,400
Avenue J-3	17th Street	15th Street	Future	-	2,800	Future	-	2,400
Avenue J-3	15th Street	13th Street	Future	-	2,800	Future	-	2,400
Avenue J-5	Women Pavillion	15th Street	Future	-	900	Future	-	800
Avenue J-5	15th Street	13th Street	Future	-	900	Future	-	800
Avenue J-5	13th Street	12th Street	Future	-	900	Future	-	800
Home Depot Street	20th Street W	17th Street	Future	-	500	Future	-	400
Avenue J-8	20th Street W	17th Street	11,400	17,279	16,779	10,000	15,100	14,700
Avenue J-8	17th Street	15th Street	11,400	17,279	16,379	10,000	15,100	14,300
20th Street	Avenue J	Avenue J-3	23,700	35,921	36,421	20,700	31,400	31,800
20th Street	Avenue J-3	Home Depot Street	23,700	35,921	36,821	20,700	31,400	32,200
20th Street	Home Depot Street	Avenue J-8	23,700	35,921	36,421	20,700	31,400	31,800
17th Street	Avenue J	Avenue J-3	Future	-	3,700	Future	-	3,200
17th Street	Avenue J-3	Home Depot Street	Future	-	3,700	Future	-	3,200
17th Street	Home Depot Street	Avenue J-8	Future	-	3,700	Future	-	3,200
15th Street	Avenue J	Avenue J-3	14,700	22,280	33,769	12,800	19,500	29,500
15th Street	Avenue J-3	Avenue J-5	14,700	22,280	33,769	12,800	19,500	29,500
15th Street	Avenue J-5	Avenue J-8	14,700	22,280	33,769	12,800	19,500	29,500
13th Street	Avenue J	Avenue J-3	Future	-	500	Future	-	400
13th Street	Avenue J-3	Avenue J-5	Future	-	500	Future	-	400
13th Street	Avenue J-5	Avenue J-8	Future	-	500	Future	-	400
12th Street	Avenue J-4	Avenue J-5	170	258	758	100	200	700
12th Street	Avenue J-5	Avenue J-8	150	227	727	100	200	600

Notes:

¹ 2014 ADT volumes obtained from City of Lancaster Traffic Engineering Department

² Compounding 2 percent per year growth rate was applied to the 2014 ADT to arrive at 2035 forecasts; growth is consistent with City of Lancaster General Plan Update Future Traffic Conditions Report (Iteris, 2008).

³ 2035 with project conditions were estimated by using the Institute of Transportation Engineers (ITE) Trip Generation Handbook for existing uses in the project area. For example, the Antelope Valley Hospital Main Building is approximately 169,000 square feet which typically generates about 2,800 daily trips (16.50 trips per 1,000 square feet of floor area). This number was added to the new street connections and were subtracted from existing streets based on logical origins and destinations. It should be noted that these are approximations and that a more detailed traffic impact analysis would provide a higher level of accuracy.

⁴ Annual Average Daily Counts (AADT) were derived from the ADT. Per the FHWA Traffic Monitoring Guide, the conversion from ADT to AADT involves both a seasonal factor (SF) and an axle conversion factor (ACF). Based on the review of the Monitoring Guide, this area of Lancaster is expected to have an SF of 0.92 and an ACF of 0.95. Therefore, AADT = ADT x SF x ACF = ADT x 0.92 x 0.95.

Roadway Segment	From	To	VPH Based on Average Daily Traffic (ADT)			VPH Based on Average Annual Daily Traffic (AADT) ⁴		
			Existing Conditions (2014) ¹	Projected Future Conditions without Project (2035) ²	Projected Future Conditions with Project (2035) ³	Existing Conditions (2014)	Projected Future Conditions without Project (2035)	Projected Future Conditions with Project (2035)
Avenue J	20th Street W	17th Street	2,421	3,669	1,569	2,100	3,200	1,400
Avenue J	17th Street	15th Street	2,421	3,669	469	2,100	3,200	400
Avenue J	15th Street	Kingtree Avenue	2,124	3,219	419	1,900	2,800	400
Avenue J-3	20th Street W	17th Street	Future	-	2,800	Future	-	2,400
Avenue J-3	17th Street	15th Street	Future	-	2,800	Future	-	2,400
Avenue J-3	15th Street	13th Street	Future	-	2,800	Future	-	2,400
Avenue J-5	Women Pavillion	15th Street	Future	-	900	Future	-	800
Avenue J-5	15th Street	13th Street	Future	-	900	Future	-	800
Avenue J-5	13th Street	12th Street	Future	-	900	Future	-	800
Home Depot Street	20th Street W	17th Street	Future	-	500	Future	-	400
Avenue J-8	20th Street W	17th Street	1,026	1,555	1,055	900	1,400	900
Avenue J-8	17th Street	15th Street	1,026	1,555	655	900	1,400	600
20th Street	Avenue J	Avenue J-3	2,133	3,233	3,733	1,900	2,800	3,300
20th Street	Avenue J-3	Home Depot Street	2,133	3,233	4,133	1,900	2,800	3,600
20th Street	Home Depot Street	Avenue J-8	2,133	3,233	3,733	1,900	2,800	3,300
17th Street	Avenue J	Avenue J-3	Future	-	3,700	Future	-	3,200
17th Street	Avenue J-3	Home Depot Street	Future	-	3,700	Future	-	3,200
17th Street	Home Depot Street	Avenue J-8	Future	-	3,700	Future	-	3,200
15th Street	Avenue J	Avenue J-3	1,323	2,005	3,039	1,200	1,800	2,700
15th Street	Avenue J-3	Avenue J-5	1,323	2,005	3,039	1,200	1,800	2,700
15th Street	Avenue J-5	Avenue J-8	1,323	2,005	3,039	1,200	1,800	2,700
13th Street	Avenue J	Avenue J-3	Future	-	500	Future	-	400
13th Street	Avenue J-3	Avenue J-5	Future	-	500	Future	-	400
13th Street	Avenue J-5	Avenue J-8	Future	-	500	Future	-	400
12th Street	Avenue J-4	Avenue J-5	15	23	758	0	0	700
12th Street	Avenue J-5	Avenue J-8	14	20	727	0	0	600

Notes:

Vehicles Per Hour (VPH) is based on the peaking factors described in City of Lancaster General Plan Update Future Traffic Conditions Report (Iteris, 2008). Peaking factors ranged from 8% to 10% of ADT

¹ 2014 ADT volumes obtained from City of Lancaster Traffic Engineering Department

² Compounding 2 percent per year growth rate was applied to the 2014 ADT to arrive at 2035 forecasts; growth is consistent with City of Lancaster General Plan Update Future Traffic Conditions Report (Iteris, 2008).

³ 2035 with project conditions were estimated by using the Institute of Transportation Engineers (ITE) Trip Generation Handbook for existing uses in the project area. For example, the Antelope Valley Hospital Main Building is approximately 169,000 square feet which typically generates about 2,800 daily trips. This number was added to the new street connections and were subtracted from existing streets based on logical origins and destinations. It should be noted that these are approximations and that a more detailed traffic impact analysis would provide a higher level of accuracy.

⁴ Annual Average Daily Counts (AADT) were derived from the ADT. Per the FHWA Traffic Monitoring Guide, the conversion from ADT to AADT involves both a seasonal factor (SF) and an axle conversion factor (ACF). Based on the review of the Monitoring Guide, this area of Lancaster is expected to have a SF of 0.92 and an ACF of 0.95. Therefore, AADT = ADT x SF x ACF = ADT x 0.92 x 0.95.

0.92

0.95

2. FIRST/LAST MILE IMPROVEMENTS**(Up to 5 points)**

Complete the section below for how the proposed project targets First/Last Mile improvements

a) Describe how this project provides first/last mile access to the regional transit

- Does your project accommodate safe bicycle travel by providing a wide outside curb lane or bike lanes per the Highway Design Manual Chapter 1000;
- and
- Does your project accommodate safe pedestrian travel by providing enhanced crosswalks or sidewalk infrastructure?

If the proposed project does not incorporate bicycle and pedestrian improvements, or if the proposed project would hinder bicycle or pedestrian travel, list the reasons why the project is being proposed as designed (i.e., cost, ROW).

This project incorporates bike lanes and sidewalks into the entire project. In general the bike lanes would be per Chapter 1000 of the HDM although sharrows are relatively new and only briefly addressed in the HDM. The project improvements enhance bicycle and pedestrian mobility on the streets but they also help to connect the facilities within Medical Main Street. This connection is critical to the project and is a unique feature that the project provides.

The project accommodates safe pedestrian travel by providing bulb-outs and curb extensions would increase safety for pedestrian crossings on the new roads and on the existing surrounding streets. Road diet features along Avenue J, Avenue J-8, and 15th Street West will enhance safety; buffered bike lanes will also be installed on these streets which is a significant boost to the bicycle network.

AVTA has committed to adding routes through the project area which will boost the First/Last Mile accessibility for transit in the area. There is an existing transit center located less than three miles away which also contributes to the strategy of increasing transit use through improved pedestrian access to and from the facilities.

b) Describe how this project considers the goals and objectives of the First/Last Mile strategic plan.

Among others, one goal of the First/Last Mile Strategic Plan is to increase transit ridership. The Medical Main Street project will provide the improvements that would directly increase the accessibility to transit within the project area (and beyond in some cases). These improvements include integrated sidewalks throughout the project area that include landscaped parkways, benches, shade trees, curb extensions at street crossings for increased safety, road diet features to slow vehicles in certain areas and increase safety for pedestrians, bus turnout lanes, and solar LED lighted bus shelters.

These features are aligned with the First/Last Mile strategy by creating safe and highly functional infrastructure to access transit options. Another guiding principal of the First/Last Mile strategy is that transit use should be enjoyable; Medical Main Street would provide landscaped parkways throughout the sidewalk network, benches, shade trees, and lighting which should contribute to an enjoyable sense and encourage transit usage.

The project is within three miles of the Lancaster City Park Transfer Center and the Lancaster Metrolink Station meaning that Medical Main Street is within the bicycle access shed of these transit hubs. Providing the bicycle facilities within the project area opens access to these transit centers for commuters and visitors to Medical Main Street.

3. PROJECT NEED AND BENEFIT TO TRANSPORTATION SYSTEM (Up to 30 points)

- a) In 250 words or less, describe the current situation/problem, the need for the project and how its implementation would resolve the described situation/problem. Describe why the proposed project is important to your local jurisdiction and why the project merits Metro funding.

This section awards points to projects that benefit the transportation system

- Mobility benefits that complement or are integrated into a major regional project, or promote improvements between modes or between services provided by different transportation agencies
- Increases transit usage
- Fixes system deficiencies (such as gaps or major bottlenecks)
- Enhances operation of existing system

The Medical Main Street Planning area and the surrounding area is suffering from a lack of access and mobility. Presently the street network is an auto-oriented environment which is not consistent with the City's or Metro's sustainability and VMT/Greenhouse Gas reduction goals. The project area includes AV Hospital which serves a wide regional base and is a key member of an expanding group of medical facilities. Access to AV Hospital and adjacent points of interest is restricted to only two arterials which are congested. Within the project area there are gaps in the street network and in the pedestrian and bicycle facilities.

This project would improve access to the project area, improve vehicular, bicycle, and pedestrian mobility within the project area, reduce congestion on surrounding streets, and improve transit service. The proposed network of streets will reduce congestion on the surrounding streets as motorists use the new streets to access various facilities. Access from SR-14 will also be enhanced as the new roads provide direct access and relieve Avenue J and others of congestion. Emergency access to AV Hospital would also be improved with the additional access points.

Multi-modal interaction is another important component of the project. Bicycle, pedestrian, and transit options would be improved with this project as network gaps are filled and existing facilities are improved. Transit ridership could increase and the AVTA network would expand. The project will positively benefit a wide variety of people over a variety of modes.

- b) Identify fixed-route transit lines that currently use or will utilize the proposed project. For the question pertaining to 'Ridership', include only the average weekday boardings at bus stops that are within 1/4 of a mile of the proposed project.

Operator	Line Number(s)	# of Transit Stations/Stops	Peak Headways	Ridership (Avg. Weekday Boardings)
Antelope Valley Transit	11	4	30 mins.	196
Antelope Valley Transit Authority	12	10	30 mins,	349

c) Document the project need from a mobility perspective, as shown below:

Current Vehicle Conditions for the Peak Period (6-10 AM; 3-7 PM)

i. Peak hour volume

ii. LOS peak hour

iii. Peak hour delay

AM	PM
2560	3557
D	D
35.9	38.9

Future Conditions Without Project for 2040:

ii. LOS peak hour

iii. Peak hour delay

i. Peak hour volume

AM	PM
D	E
45.6	73.9
4285 (Yr 2035)	5951 (Yr 2035)

Future Conditions With Project for 2040:

i. Peak hour volume

ii. LOS peak hour

iii. Peak hour delay

AM	PM
3096 (Yr 2035)	4187 (Yr 2035)
C	C
26.3	28.4

Projects must meet a minimum existing or projected LOS of D or worse to be considered for priority funding. Projects that do not meet the minimum LOS "D" can be submitted, but cannot be guaranteed funding consideration as part of the competitive process.

Level of Service Values (LOS)

Part II, Question 3, Part C

Intersection	Existing		Future No Project		Future With Project	
	AM	PM	AM	PM	AM	PM
20th Street/Avenue J						
Peak Hour Volume	2,560	3,557	4,285	5,951	3,096	4,187
LOS Peak Hour	D	D	D	E	C	C
Peak Hour Delay	35.9	38.9	45.6	73.9	26.3	28.4
15th Street/Avenue J						
Peak Hour Volume	2,569	2,871	4,297	4,802	3,106	4,202
LOS Peak Hour	D	C	D	D	C	C
Peak Hour Delay	35.5	34.2	43.5	47.2	24.8	23.7
20th Street/CA-14 Ramp						
Peak Hour Volume	1,650	2,378	2,761	3,979	2,955	4,201
LOS Peak Hour	C	C	D	D	C	C
Peak Hour Delay	28.0	27.7	33.1	48.8	26.2	23.4
15th Street/Avenue J						
Peak Hour Volume	1,814	2,109	2,736	7,728	2,461	3,141
LOS Peak Hour	C	C	C	F	C	C
Peak Hour Delay	30.7	32.5	34.3	102.9	25.4	26.2
20th Street/Avenue J						
Peak Hour Volume	2,105	2,831	3,522	4,737	2,854	3,646
LOS Peak Hour	C	C	D	F	C	C
Peak Hour Delay	32.6	34.9	36.9	1,042.5	21.1	25.7

Notes:

Delay expressed in seconds per vehicle.

Highway Capacity Manual (HCM) Methodology was utilized to calculate LOS and corresponding delay.

Peak hour intersection turning volumes obtained from Kimley-Horn (2014).

Project Assumptions:

-Provision of new internal street network (primarily 17th Street and 13th Street, coupled with new east-west connections of Avenue J-3, J-5 and Home Depot Southerly would decrease traffic on 20th and 15th at Avenues J and J-8.

-Methodology for estimating trip reductions and rerouting was based on Institute of Transportation Engineers (ITE) Trip Generation Handbook trip rates for existing land uses. For example, the Antelope Valley Hospital Main Buidling is approximately 169,000 square feet which typically generates about 2,800 daily trips. This number was added to the new street connections and were subtracted from existing streets based on logical origins and destinations. It should be noted that these are approximations and that a more detailed traffic impact analysis would provide a higher level of accuracy.

-Signal timing at each of the intersections (modifications to cycle length only) in the Future with Project scenario were adjusted based on traffic forecasts and optimal cycle lengths. No other signal modifications were evaluated.

4. LOCAL MATCH**(Up to 5 points)****(Must be consistent with Part II: Table 3 of the Project Financial Plan Summary.)**

Required minimum contribution	Hard or soft overmatch	Awarded points
20% Hard <i>and</i>	$\geq 20\%$	5
	15% to 19.99%	4
	10% to 14.99%	3
	5% to 9.99%	2
	0% to 4.99%	1
<i>less than 20% contribution will be disqualified</i>		

a) Minimum Hard Match (0 points)\$2,946,673 20.00%**b) Hard Overmatch**\$5,786,691 39.28%**c) In-Kind Overmatch**\$0 0.00%**d) Total local match commitment a + b + c = d**\$8,733,364 59.28%

- Please refer to page 8 for definitions of Local Match terms
- Project meets minimum match requirement (no points)
- Project provides more than match requirement (up to 5 points)

Please note: Amount of points is based on percentage of overmatch. Applicants who provide a 40% or greater match will receive the full 5 points.

- If Right-of-Way purchase costs (when construction is involved) are being utilized as part of the in-kind overmatch, a copy of the appraisal report that is no older than six months prior to January 16, 2015 must be submitted with the application to confirm the property value.

Is a Right-of-Way purchase cost being utilized as part of the Local Match?

☒ YES ☐ NO

5. COST EFFECTIVENESS

(Up to 10 points)

Calculate the cost-effectiveness of this project based on the following calculations:

Input Parameters

From Section 1:

- a) Difference in Functional Capacity with and without project: 1764 vph
[Use capacity numbers from Section 1, subtract 2040 from existing capacity]

From Section 2:

- b) Difference in Peak Hour Delay with and without project: 121 hours
[Add AM and PM peak hour delay for 2040, subtract the without project delay totals]

- c) Total project cost: \$14,733,364

- d) Has this project been value designed to avoid right-of-way acquisition and the relocation of utilities? **Yes** If applicable, explain how the design has resulted in reduced costs and an optimized schedule.

At this point the layout and design of the project is conceptual. The design and layout does take advantage of the fact that the City and AV Hospital own right-of-way which will be used for the project. This reduces impacts and project acquisition costs. In addition, existing pavement will be recycled and existing improvements will be incorporated into the proposed design (e.g., signals will be modified rather than replaced and improvements on occupied right-of-way have been avoided to the extent practical).

Cost Effectiveness Ratios

2040

- a) Total Project Dollar Expended per Capacity Gain:
divide c by a \$8,352

- b) Total Project Dollar Expended per Delay Saved: \$121,763
divide c by b

- c) Briefly explain whether you have considered/evaluated implementing operational improvements before deciding upon this capital improvement request? If no, please explain.

It is important to note that the parameters used in subsections a and b of this Section are related to intersection analyses and therefore are related to delay times in seconds rather than overall trip durations. This difference greatly skews the "dollar expended per delay saved" since the time savings are small when measured in hours - i.e., the delay is for only a single intersection rather than an entire trip.

Operational improvements have been included with the project. These improvements include roundabouts at five intersections, modified or new traffic signals at three locations, and road diet measure throughout the project limits.

6. LAND USE AND SUSTAINABILITY POLICIES/PRINCIPLES

(Up to 20 points)

As required by State Law, the Southern California Association of Governments has adopted a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that demonstrates how the region will reduce greenhouse gas emissions from passenger vehicles through land-use and transportation policies and investments. This section awards points to projects that advance key elements of the adopted SCS. In order to receive the full points, project sponsors must explain how the project is complemented by jurisdictional policies, programs and/or activities that will increase the effectiveness of the project and maximize its sustainability benefits. The RTP/SCS was developed through a collaborative, bottoms-up process that incorporated feedback from local jurisdictions. All local Planning Departments

- a) State climate change law and the adopted RTP/SCS recognize that High Quality Transit Areas are key locations for reducing vehicle miles travelled and greenhouse gas emissions, because they provide opportunities for accessing daily needs without a car. Maps of corridors are available at <http://www.metro.net/> Please provide a response to i. or ii. (up to 4 points)

- i. If your project is located in a High Quality Transit Area, how will the project complement the surrounding land use and increase the competitiveness of walking, biking and transit use as an alternative to driving?
- ii. If your project is not located in a High Quality Transit Area, how will the project be designed and implemented to complement the surrounding land use for all modal users?

This project is not located along a High Quality Transit Area, but the project would still be highly beneficial to transit riders, pedestrians, and bicyclists. The area adjacent to this project already has these elements so this project will continue the same multimodal philosophy. The proposed improvements would reduce VMT since people would walk or cycle between facilities within Medical Main Street. In addition, transit service would be bolstered with new lines and bus stops added to the area which would also reduce VMT. Land use in the project area is combined and includes health care/medical, commercial, and mixed use. Features for multi-modal use have been included in the project and incorporate features such as sidewalks, curb extensions, bulb-outs, shared bike lanes, bike lane signal detection, bus turnouts, road diet features, and enhanced crosswalks. These kinds of features combine to create a highly integrated project that, while not in a High Quality Transit Area, still meets the spirit of the concept and reduces VMT.

b) The adopted RTP/SCS includes a land-use strategy and growth forecast (provided by local governments) that:

- Emphasizes growth in High-Quality Transit Opportunity Areas
- Emphasizes growth along main streets, downtowns and other appropriate infill locations
- Shifts development from single-family towards multi-family residential development to reflect recent trends.

Please describe how the proposed project promotes the land-use planning efforts your agency/jurisdiction has or is currently undertaking in support of the adopted RTP/SCS. If currently being undertaken, what is the status of the effort and when will it be implemented? How does the proposed project help to implement the growth vision established by the RTP/SCS? Please list relevant planning efforts (e.g., Land-use and Zoning Changes, Housing Preservation Programs, Economic Development Initiatives, Updated TOD ordinances, and implementing projects funded through MTA's TOD Planning Grant). **(Up to 4 points)**

The City of Lancaster's General Plan explicitly supports the implementation of Smart Growth principles. The new General Plan has the land use category of "mixed-use" which allows for the consideration of locations within the Urbanizing Area of the City to take advantage of smart growth principles. The locations have available infill land inventories, good transit connections, and are centrally located in proximity to the downtown area. One of these areas is noted as "Health Care Focus" and is located in the vicinity of 15th Street West and Avenue J - i.e., Medical Main Street's location. The City strongly encourages smart growth and this project has been outlined in the General Plan. Zoning changes and land use updates have been successfully implemented to move this project forward.

Furthermore, in Lancaster's Plan for Physical Mobility chapter of the General Plan, the City acknowledges the need to diversify its transportation portfolio. It recognizes that over-reliance on the automobile, coupled with the projected population growth, will result in higher levels of congestion, thus not meeting the City's stated Level of Service and state mandated greenhouse gas emission targets. Objective 14.4 of the City's General Plan specifically states that the City will promote alternatives to single-occupancy automobiles and recognizes bicycle infrastructure investments as a viable alternative. Additionally, the City of Lancaster's Policy 14.4.2 states that it will promote the use of alternate modes of transportation through the development of convenient and attractive facilities.

c) Please describe how this project promotes the use of green modes, including walk, bike, transit, electric vehicles, vanpool/carpool, and telecommute (e.g., Adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, Bike Plan, Pedestrian Plan, Adopted Plug-In Electrical Vehicle Policies or Plans, and Car-Share/Bike Share). **(Up to 4 points)**

The City of Lancaster understands the importance of the Complete Streets program and incorporates these principles into the City's projects. The City also has an established master plan for the bikeways and trails. The project promotes the use of green transportation modes (walking, biking, and transit) by proposing to install shared bike lanes or sharrows throughout, sidewalks throughout the project, a jogging path along 17th Street West, landscaped parkways and shade trees, road diet features, bus turnouts, roundabouts, and bicycle detection at signals. These and other specific improvements under this project will contribute to establishing a more sustainable area.

The City of Lancaster is commencing the preparation of a "Complete Streets Master Plan" that will be funded through the Southern California Association of Governments through a Sustainability Program grant. This planning effort will amend the City's General Plan to bring it into compliance with AB 1358, the Complete Streets Act of 2008, and will establish street design criteria to ensure that the City's streets safely accommodate all expected street users (motorists, pedestrians, bicyclists, and transit users) while providing positive economic returns and being fiscally sustainable. Although this master plan has not yet been prepared, the designs of the streets proposed in this project reflect the City's commitment to a "complete streets" approach.

- d) Please describe how the proposed project encourages transportation management. (Up to 4 points)

The project will improve the quality of life of Lancaster's residents and the regional community at large by providing them with more transportation choices. Today the area in and around Medical Main Street is an auto-centric, high speed roadway that is not conducive to bicycling. Sidewalk gaps exist and there are no provisions for cycling. The proposed sidewalks, bike lanes and existing transit improvements to the surrounding arterials will provide more options for people to get to and from work, school, church and the medical facilities surrounding the project area. The proposed interior streets, sidewalks, bike routes and new transit stops will continue the availability of transportation options. These alternate modes of transportation will become viable options optimizing the capacity in and around the project area. We are creating complete streets that can be used and enjoyed by all.

- e) What programmatic initiatives (i.e., education and outreach) has your agency put in place to encourage alternatives to driving alone (including walk, bike, transit, and rideshare)? How does this project advance these initiatives (i.e., bike/pedestrian education and safety programs, bicycle promotional events, Safe Routes to School programs, and outreach programs)? (Up to 4 points)

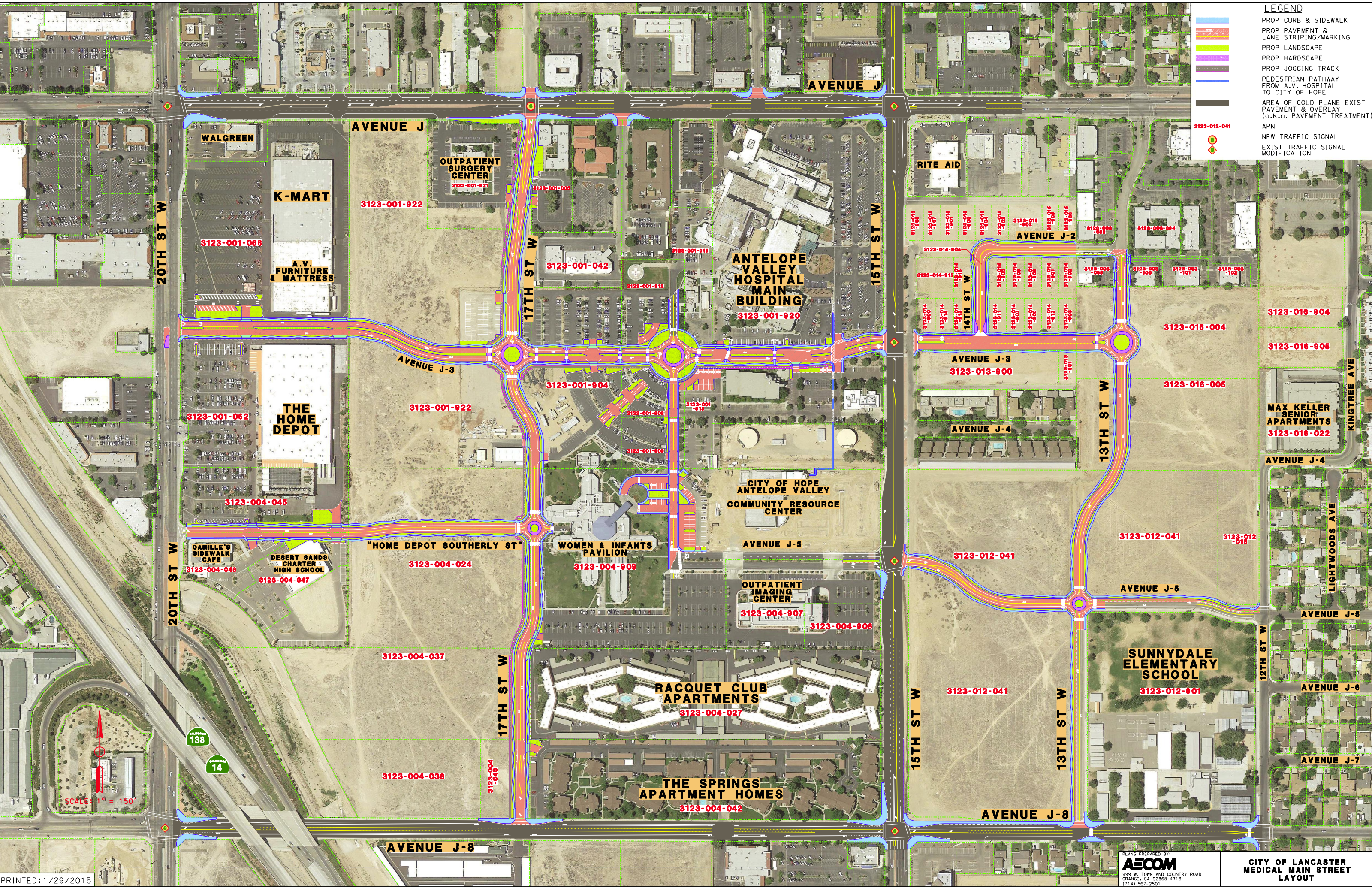
The City adopted a Master Plan of Trails and Bikeways (MPTB) in 2012 to create a blueprint for Lancaster to become more bicycle and pedestrian friendly and economically viable. Lancaster's goals are to 1) provide a safe, connective and convenient street environment where people of all ages and physical abilities can travel throughout without a vehicle, 2) create a network of off-street shared-use paths and trails within the City that are well located, safe, and secure, 3) provide amenities and facilities to increase the number of bicyclists and pedestrians by enticing more people to use their bicycles or walk instead of driving, 4) to promote the health of Lancaster residents by providing more opportunities to bicycle or walk for commuting, recreating, shopping and visiting, and 5) support safe access to and from schools. A significant outreach effort was conducted in the development of the MPTB and the City held several workshops and walk audits to educate the public and receive input. A video was created and runs on a local television station and can also be seen at the following link https://www.youtube.com/watch?v=th_Wil-qPGU&feature=youtu.be

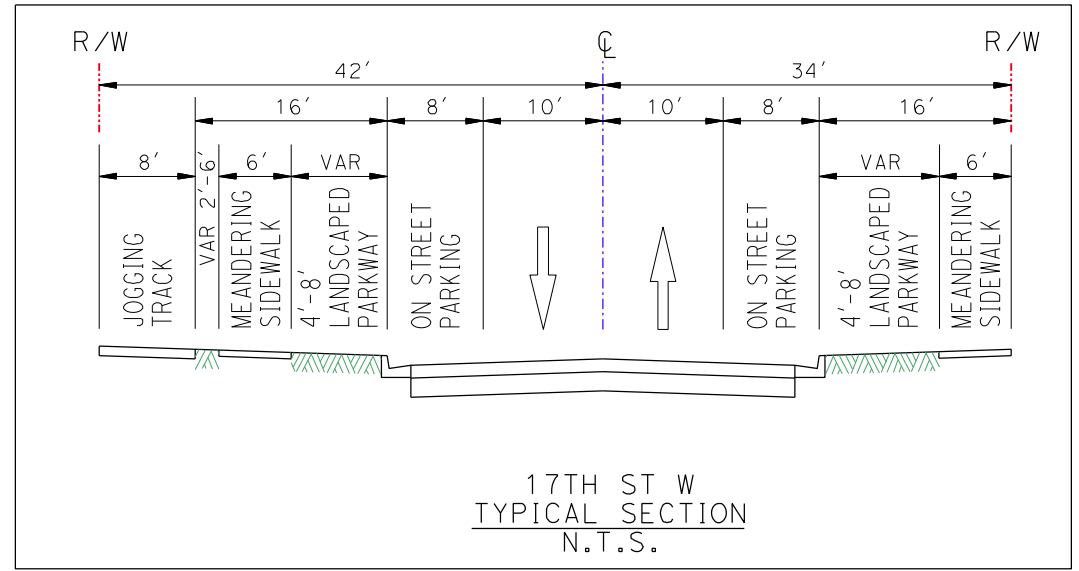
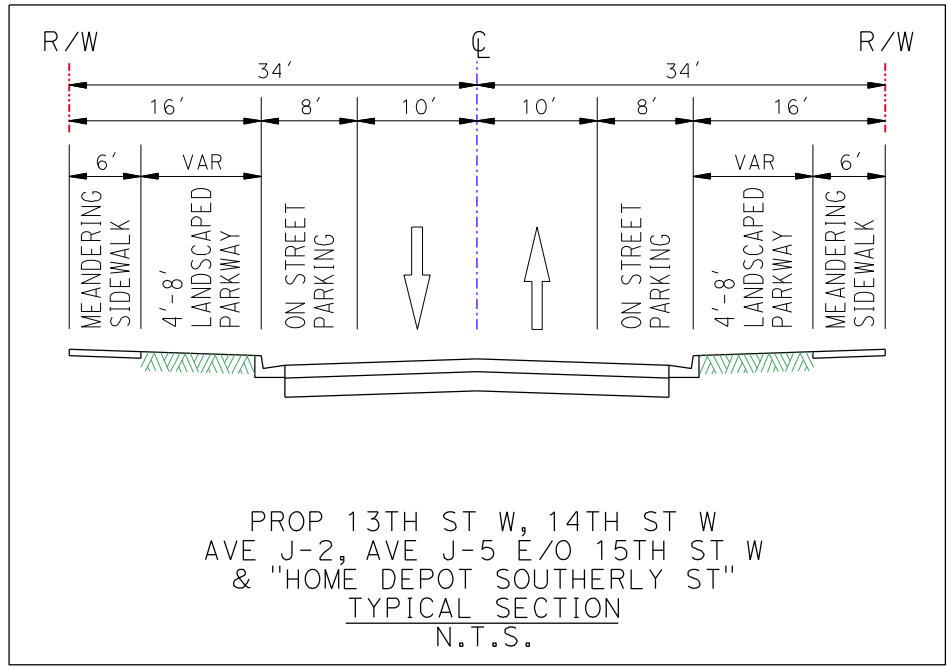
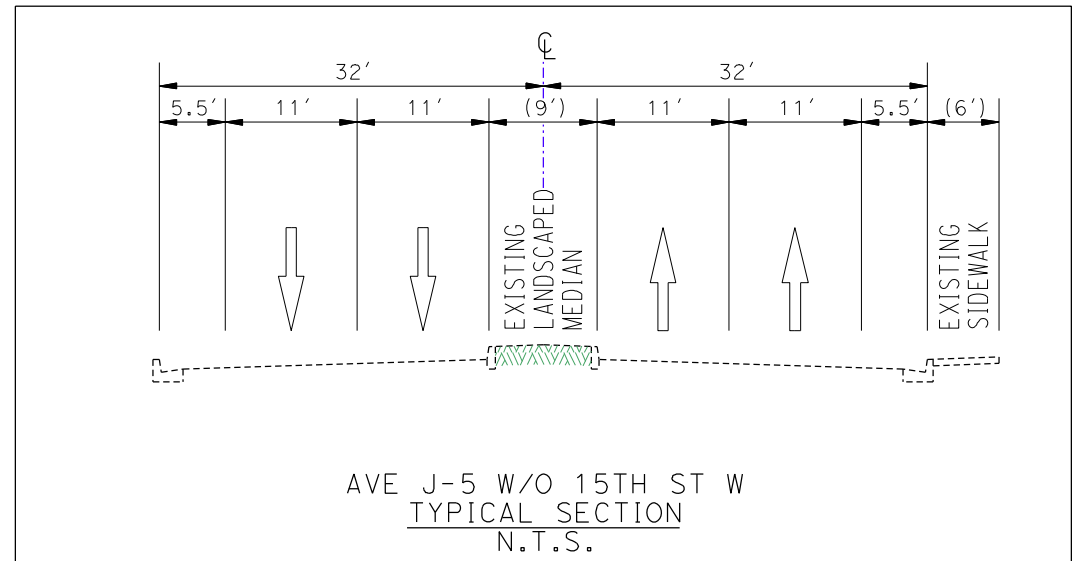
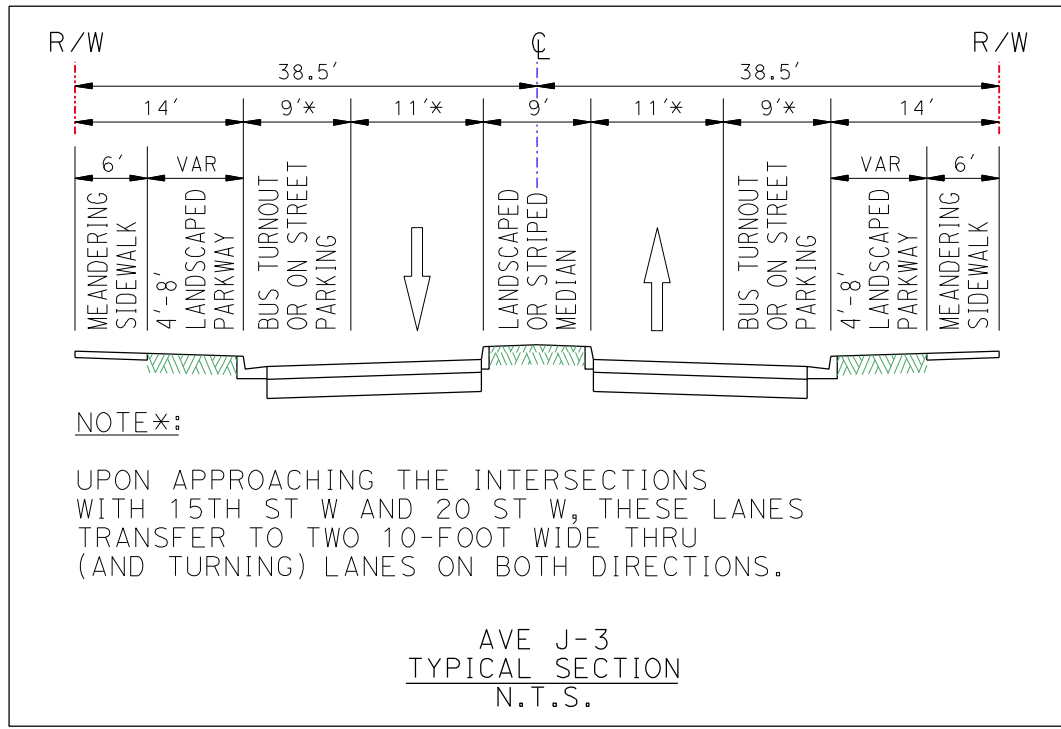
The City did not stop its efforts with the MPTB and in 2013, with help from a Healthy Eating Active Living (HEAL) grant, began the development of a City-wide Safe Routes to School (SRTS) Master Plan with the objective of creating SRTS plans based on the "5 E's" (Evaluation, Engineering, Education, Encouragement, and Enforcement) for each of its 30 public schools. To date, 19 of the schools have been evaluated, including walk audits, educational presentations, and the preparation of draft improvement plans. The City's community partner, Antelope Valley Partners for Health, has engaged the parent organizations at each school to establish organizational programs and promotional efforts. In addition, the City conducted a community-wide "Family Fun Day" educational and encouragement program in November 2013 to provide information on safe biking and walking practices, and has funded through SRTS grants 3 additional educational/encouragement events (bike rodeos, etc.) at Lancaster schools. Pedestrian and bicycle counts have been taken around 23 of the City's school sites, and the City has coordinated with the Los Angeles County Sheriff's Department to provide targeted traffic law enforcement for some identified problem locations. The City awarded an Active Transportation Planning grant in 2014 that will fund the completion of the SRTS Master Plan, with work commencing in Spring 2015.

The City has also been awarded a Sustainability Program grant from the Southern California Association of Governments (SCAG) to prepare a Master Plan of Complete Streets for Lancaster. This effort will allow for the enactment of General Plan policies to support complete streets concepts and designs and it will give the City flexibility in the design of streets to implement complete streets objectives and to establish the proper criteria to evaluate the operating levels of complete streets.

Project Plans
Cross Sections
and
Right-of-Way Requirements

- LEGEND**
- PROP CURB & SIDEWALK
 - PROP PAVEMENT & LANE STRIPING/MARKING
 - PROP LANDSCAPE
 - PROP HARDSCAPE
 - PROP JOGGING TRACK
 - PEDESTRIAN PATHWAY FROM A.V. HOSPITAL TO CITY OF HOPE
 - AREA OF COLD PLANE EXIST PAVEMENT & OVERLAY (G.K.G. PAVEMENT TREATMENT)
 - APN
 - NEW TRAFFIC SIGNAL
 - EXIST TRAFFIC SIGNAL MODIFICATION








PROJECT STUDY REPORT EQUIVALENT For Street Improvements to MEDICAL MAIN STREET In the CITY OF LANCASTER




On Street	Avenue J-3	Between	20 th Street West	And	13 th Street West
On Street	17th Street West	Between	Avenue J	And	Avenue J-8
On Street	Avenue J-5	Between	15 th Street West	And	13th Street West
On Street	13th Street West	Between	Avenue J-2	And	Avenue J-8
On Street	14th Street West	Between	Avenue J-2	And	Avenue J-3
On Street	Woman's Center	Between	Avenue J-3	And	Avenue J-5

Approved by Local Agency:

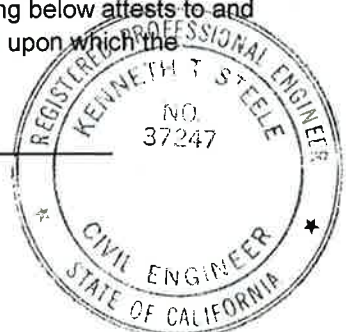

City of Lancaster Public Works Manager

January 29, 2015
Date

This Project Study Report Equivalent has been prepared under the direction of the following staff authorized by the sponsoring agency to sign for the work. The person signing below attests to and certifies the technical information contained herein and the engineering data upon which the recommendations, conclusions, and decisions are based.


Kenneth T. Steele, P.E.

1/29/15
Date



2. Project Description

The City of Lancaster ("City"), in partnership with Antelope Valley Hospital, seeks to develop the Medical Main Street Planning area into a health care destination that promotes health and well-being for the entire Antelope Valley. Much of the recent growth surrounding Antelope Valley Hospital is the result of medical services seeking to locate near the hospital facility. Significant growth is anticipated to occur within the boundary of the Medical Main Street planning area over the next 20 years. This growth will only be possible with the establishment of a new network of interconnected streets to address the significant lack of connectivity and accessibility that currently exists. Therefore, a major priority of this project is to improve the transportation infrastructure.

The Antelope Valley is in health crises with the highest death rates from coronary heart disease, diabetes, suicide and automobile crashes in Los Angeles County. One of the goals of this planning effort is to engage the medical community, neighbors, and the community at large, and to stimulate innovative solutions to produce substantial health improvements. The Antelope Valley contains a high percentage of low-income households. These communities experience elevated rates of obesity, diabetes, cardiovascular disease and mortality. At the neighborhood level, sidewalks, cross-walks, multi-use trails, safe streets, "complete streets," inter-connected streets and trails and public transportation are associated with physical activity. Chronic diseases are influenced by the built environment. The way we arrange different land uses in relation to transportation systems, the natural environment, and how they relate to one another, also determines the degree to which residents can engage in physical activity and how easily they can access preventative and medical services. Consequently, safe and comfortable streets must be matched with proper land use, zoning, and development that bolsters and complements active living. In this regard, strategically targeted density, mixed land uses, inter-connected street and trail networks, and safe, accessible and well maintained public spaces are several design principles that support the targeted goal.

The planning area lacks streets and sidewalks that hinder mobility and accessibility from the hospital to the surrounding buildings. A patient visiting one of the medical buildings on the periphery, who wants to get to the hospital, must return to their car, drive out of the parking lot, take an arterial street, and then drive back into a parking lot, just to reach a hospital which seemed just an arms distance away from where they started. Therefore, the first attention of this planning effort focuses on street infrastructure improvements to form a more connected network.

The Medical Main Street project area is roughly bounded by 12th Street West to the east, Avenue J to the north, 20th Street West to the west, and SR-14 (Antelope Valley Freeway) and Avenue J-8 to the south.

The project improvements generally include:

- (a) Construction of Avenue J-3 from 20th Street West to 13th Street West. The anticipated right-of-way width would be 77 feet and the street cross-section would accommodate one lane in each direction, bus turnouts or on-street parking, shared bike lanes, a center median, and meandering landscaped parkway and sidewalks. Curb extensions would be added at all crossings.

Specifically, the 77 foot cross-section includes: a nine foot landscaped median; 20 foot curb-to-curb roadway on either side of the median with one 11-foot lane and a nine foot width for bus turnouts or street parking; and, four to eight foot variable width landscaped parkway and six foot meandering sidewalks.

- (b) Construction of 17th Street West from Avenue J to Avenue J-8 and construction of a new street near Home Depot between 20th Street West and 17th Street West. The anticipated right-of-way width would be 78 feet wide and the street cross-section would accommodate one lane in each direction, on-street parking, shared bike lanes, landscaped parkway and meandering sidewalks, and a separate jogging path along 17th Street West. Curb extensions would be added at all crossings.

Specifically, the 78 foot cross-section would include: 36 feet curb-to-curb roadway consisting of one lane in each direction and on-street parking; and, four to eight foot variable width landscaped parkway and meandering six foot wide sidewalks, and an eight foot jogging path.

- (c) Construction of Avenue J-5 from 15th Street West to 13th Street West; widening of Avenue J-5 from 13th Street West to 12th Street West; and, improvements along Woman's Center between Avenue J-3 and Avenue J-5. The anticipated right-of-way width would be 68 feet wide and the street cross-section would accommodate one lane in each direction, on-street parking, shared bike lanes, landscaped parkway and meandering sidewalks. Curb extensions would be added at all crossings.

Specifically, the 68 foot cross-section would include: 36 feet curb-to-curb roadway consisting of one lane in each direction and on-street parking; and, four to eight foot variable width landscaped parkway and meandering six foot wide sidewalks.

- (d) Construction of 13th Street West from Avenue J-2 to Avenue J-8; construction of Avenue J-2 and 14th Street West; and construction of miscellaneous sidewalk improvements. The anticipated right-of-way width would be 68 feet wide and the street cross-section would accommodate one lane in each direction, on-street parking, shared bike lanes, landscaped parkway and meandering sidewalks. Curb extensions would be added at all crossings.

Specifically, the 68 foot cross-section would include: 36 feet curb-to-curb roadway consisting of one lane in each direction and on-street parking; and, four to eight foot variable width landscaped parkway and meandering six foot wide sidewalks.

3. Need and Purpose

This project would implement roadway and multi-modal improvements needed to obtain the following objectives:

- a) Enhance access and traffic operations for vehicles, bicycles, and pedestrians to transform the Medical Main Street planning area into a center for healing and a civic center where people live, work, shop, and play in healthy and sustainable ways.
- b) Provide a transportation network that enables efficient access and mobility within and around the project limits.
- c) Engage the medical community in innovative ways to make substantial health improvements, develop a medical industry, and foster healthy lifestyles throughout the community and region.

Need

The Medical Main Street planning area contains Antelope Valley Hospital which serves a region of more than 500,000 people that extends from Rosamond (Kern County) to the north; Acton to the south; Lake Los Angeles to the east; and, Lake Hughes to the west. The project area also includes other related medical facilities as well as commercial and residential land uses. Access to the Antelope Valley Hospital and other facilities is difficult due to limited street improvements in and around the area. Pedestrian, bicycle and transit mobility within the project area is also limited due to a lack of networked sidewalks, bike lanes, and transit amenities. Facilities within the project area are not efficiently accessed through the existing street network. Access is limited and additional medical facilities are needed to fulfill the community's needs. The current streets, sidewalks, and transit amenities are not adequate to support for the Medical Main Street planning area expansion.

Purpose

The proposed improvements would significantly increase access to Antelope Valley Hospital and the surrounding Medical Main Street planning area. The improvements would provide access for motorists, bicyclists, and pedestrians and close the gaps within the existing street and sidewalk network. The proposed street network would be pedestrian, bicycle, and transit friendly with a Main Street feel that would provide improved access and mobility for motorists, cyclists, pedestrians, and transit riders from around the region.

4. Background and Project History

Project Setting

The project is located in the City of Lancaster within the Antelope Valley in Northern Los Angeles County. The Antelope Valley is connected to the greater Los Angeles metropolitan area by State Route 14 and a Metrolink line. The area is located within a desert landscape and is generally flat. The region has undergone tremendous growth during the past 20 years and there are a variety of industries that serve the area.

The focus of this project is to provide and/or improve circulation and access in the Medical Main Street Project area. The Medical Main Street project area is roughly bounded by 12th Street West to the east, Avenue J to the north, 20th Street West to the west, and SR-14 (Antelope Valley Freeway) and Avenue J-8 to the south. Amargosa Creek also borders the southerly edge of the project area.

Land use in the project area consists of a mixture of Health Care, Mixed Use, and Commercial. The Antelope Valley Hospital is one the largest facilities in the project area and serves a large region of more than 500,000 people. Antelope Valley Hospital also has the only trauma center in the Antelope Valley.

Access to Antelope Valley Hospital and other current or planned medical facilities in the project area is limited by due to an incomplete network of streets surrounding the project area and a lack of connected streets, bike lanes, and sidewalks within the project area. Emergency response times to the hospital are limited as there are only two streets and one access point currently serving the hospital. Travel to and from the Antelope Freeway (SR-14) is also hindered due to the lack of street options.

Within the project area, access is restricted due to the lack of connected sidewalks and streets. This results in patients driving from one building to another rather than being able to walk a short distance between buildings.

Existing Improvements to Project Setting

Portions of the Medical Main Street project area have been developed – approximately 60 percent of the area - with health care related facilities, including the Antelope Valley Hospital, apartment buildings, an elementary school, and two large retail stores.

There are existing streets that border the project area including 12th Street West on the east, Avenue J West to the north, 20th Street West to the west, and Avenue J-8 to the south. In addition, 15th Street West crosses through the project in the north-south direction and provides two lanes of access in each direction.

Existing Transportation Facilities

As discussed above, the existing network of streets in the project area bound the project with an additional street, 15th Street West, traversing the project site in the north-south direction. There are also existing local streets within the project area to serve the existing facilities. These local streets do not support efficient access into the area, however, and simply serve individual developed sites. Regionally, State Route 14 is west of the project site and there are other arterials in a north-south and east-west grid pattern that serve the region.

Some existing local streets contain sidewalks however there are others without sidewalks on one or both sides of the streets.

Bike lanes do not currently exist within the project area.

Transit service is provided through Antelope Valley Transit Authority (AVTA) and operates along 15th Street West within the project site between Avenue J-8 and Avenue J, and along West Avenue J between 20th Street West and Kingtree Avenue. Four AVTA bus stops along 15th Street West and ten bus stops along West Avenue J are located within the project limits.

5. Project Alternatives

Traffic Data and Operations

A developed street network exists around the Medical Main Street project area. The network includes 20th Street West to the west with three lanes each direction, Avenue J to the north with three lanes each direction, and Avenue J-8 to the south with two lanes each direction. 15th Street West bisects the project area with two lanes in each direction. There are many other smaller streets in and around the project area.

SR-14 crosses Avenue J-8 near 20th Street West and has a northbound exit ramp that ties into 20th Street West. This ramp is isolated from the northbound entrance ramp which is located off of Avenue J. The southbound SR-14 exit ramp terminates at Avenue J near the northbound entrance ramp and the southbound entrance ramp begins on Avenue J-8.

Average Daily Volumes (ADT) for year 2014 was obtained from the City of Lancaster and is shown on Figure 1. Future year volumes were calculated assuming a two percent growth factor which was applied to the year 2014 volumes to develop the year 2035 volumes. These volumes were used to calculate Level of Service (LOS) values for intersections in and around the project area. Vehicle per hour (vph) values were also calculated and are shown in Figure 2.

The peak hour volumes, LOS, and peak hour delays for the existing year 2014, future 2035 without-project, and future 2035 with-project alternatives are shown in Figure 3.

Based on the analysis, all intersections under the 2035 with-project alternative operate at LOS C.

Under the 2035 without-project alternative two intersections were calculated to operate at LOS F and one at LOS E in the PM peak. The remaining intersections for 2035 without-project were calculated at LOS C or LOS D in the horizon year.

This analysis is preliminary and is based on assumptions that should be verified as the project proceeds.

It is anticipated that Vehicle Miles Traveled (VMT) would be reduced with improved transit access to the facilities in the project area, a connected network of sidewalks and shared bike lanes that reduces the need to drive between facilities within Medical Main Street, and the road diet features on the surrounding streets that encourage people to park their cars and walk within the project area. The improved mobility within the project area would be a key for increasing ridership on Antelope Valley Transit Authority.

No-Build Alternative

A No-Build Alternative was considered. The No-Build Alternative would not meet the Need and Purpose since access to and within the project site would not be improved nor would pedestrian or bicycle access and connectivity be improved.

Alternative No. 1 (Preferred)

Alternative No. 1 – New and widened streets within the Project site

This alternative would consist of the construction of several streets within the project area to improve access to the site, improve connectivity within the project area, and provide enhanced pedestrian and bicycle mobility throughout the area.

Roundabouts are proposed at five intersections within the project area. The roundabouts will accommodate pedestrian and bicycle access across the intersections. Roundabouts reduce the severity of accidents, particularly T-bone accidents, which is one their advantages. Increased operational efficiency is another benefit of roundabouts utilizing yield control rather than timed phases.

Sidewalks would be provided for all streets within the project area to increase mobility and connect the area as a cohesive community resource. A new sidewalk/pathway would be added to connect the Antelope Valley Hospital building with the City of Hope facility. Parkways between the sidewalks and curbs would be landscaped and shade trees included throughout the project area.

Figure 1

Roadway Segment	From	To	Average Daily Traffic (ADT)			Average Annual Daily Traffic (AADT) ⁴		
			Existing Conditions (2014) ¹	Projected Future Conditions without Project (2035) ²	Projected Future Conditions with Project (2035) ³	Existing Conditions (2014)	Projected Future Conditions without Project (2035)	Projected Future Conditions with Project (2035)
Avenue J	20th Street W	17th Street	26,900	40,771	38,671	23,500	35,600	33,800
Avenue J	17th Street	15th Street	26,900	40,771	37,571	23,500	35,600	32,800
Avenue J	15th Street	Kingtree Avenue	23,600	35,770	32,970	20,600	31,300	28,800
Avenue J-3	20th Street W	17th Street	Future	-	2,800	Future	-	2,400
Avenue J-3	17th Street	15th Street	Future	-	2,800	Future	-	2,400
Avenue J-3	15th Street	13th Street	Future	-	2,800	Future	-	2,400
Avenue J-5	Women Pavillion	15th Street	Future	-	900	Future	-	800
Avenue J-5	15th Street	13th Street	Future	-	900	Future	-	800
Avenue J-5	13th Street	12th Street	Future	-	900	Future	-	800
Home Depot Street	20th Street W	17th Street	Future	-	500	Future	-	400
Avenue J-8	20th Street W	17th Street	11,400	17,279	16,779	10,000	15,100	14,700
Avenue J-8	17th Street	15th Street	11,400	17,279	16,379	10,000	15,100	14,300
20th Street	Avenue J	Avenue J-3	23,700	35,921	36,421	20,700	31,400	31,800
20th Street	Avenue J-3	Home Depot Street	23,700	35,921	36,821	20,700	31,400	32,200
20th Street	Home Depot Street	Avenue J-8	23,700	35,921	36,421	20,700	31,400	31,800
17th Street	Avenue J	Avenue J-3	Future	-	3,700	Future	-	3,200
17th Street	Avenue J-3	Home Depot Street	Future	-	3,700	Future	-	3,200
17th Street	Home Depot Street	Avenue J-8	Future	-	3,700	Future	-	3,200
15th Street	Avenue J	Avenue J-3	14,700	22,280	33,769	12,800	19,500	29,500
15th Street	Avenue J-3	Avenue J-5	14,700	22,280	33,769	12,800	19,500	29,500
15th Street	Avenue J-5	Avenue J-8	14,700	22,280	33,769	12,800	19,500	29,500
13th Street	Avenue J	Avenue J-3	Future	-	500	Future	-	400
13th Street	Avenue J-3	Avenue J-5	Future	-	500	Future	-	400
13th Street	Avenue J-5	Avenue J-8	Future	-	500	Future	-	400
12th Street	Avenue J-4	Avenue J-5	170	258	758	100	200	700
12th Street	Avenue J-5	Avenue J-8	150	227	727	100	200	600

Notes:

¹ 2014 ADT volumes obtained from City of Lancaster Traffic Engineering Department

² Compounding 2 percent per year growth rate was applied to the 2014 ADT to arrive at 2035 forecasts; growth is consistent with City of Lancaster General Plan Update Future Traffic Conditions Report (Iteris, 2008).

³ 2035 with project conditions were estimated by using the Institute of Transportation Engineers (ITE) Trip Generation Handbook for existing uses in the project area. For example, the Antelope Valley Hospital Main Building is approximately 169,000 square feet which typically generates about 2,800 daily trips (16.50 trips per 1,000 square feet of floor area). This number was added to the new street connections and were subtracted from existing streets based on logical origins and destinations. It should be noted that these are approximations and that a more detailed traffic impact analysis would provide a higher level of accuracy.

⁴ Annual Average Daily Counts (AADT) were derived from the ADT. Per the FHWA Traffic Monitoring Guide, the conversion from ADT to AADT involves both a seasonal factor (SF) and an axle conversion factor (ACF). Based on the review of the Monitoring Guide, this area of Lancaster is expected to have a an SF of 0.92 and an ACF of 0.95. Therefore, AADT = ADT x SF x ACF = ADT x 0.92 x 0.95.

Figure 2

Roadway Segment	From	To	VPH Based on Average Daily Traffic (ADT)			VPH Based on Average Annual Daily Traffic (AADT) ⁴		
			Existing Conditions (2014) ¹	Projected Future Conditions without Project (2035) ²	Projected Future Conditions with Project (2035) ³	Existing Conditions (2014)	Projected Future Conditions without Project (2035)	Projected Future Conditions with Project (2035)
Avenue J	20th Street W	17th Street	2,421	3,669	1,569	2,100	3,200	1,400
Avenue J	17th Street	15th Street	2,421	3,669	469	2,100	3,200	400
Avenue J	15th Street	Kingtree Avenue	2,124	3,219	419	1,900	2,800	400
Avenue J-3	20th Street W	17th Street	Future	-	2,800	Future	-	2,400
Avenue J-3	17th Street	15th Street	Future	-	2,800	Future	-	2,400
Avenue J-3	15th Street	13th Street	Future	-	2,800	Future	-	2,400
Avenue J-5	Women Pavillion	15th Street	Future	-	900	Future	-	800
Avenue J-5	15th Street	13th Street	Future	-	900	Future	-	800
Avenue J-5	13th Street	12th Street	Future	-	900	Future	-	800
Home Depot Street	20th Street W	17th Street	Future	-	500	Future	-	400
Avenue J-8	20th Street W	17th Street	1,026	1,555	1,055	900	1,400	900
Avenue J-8	17th Street	15th Street	1,026	1,555	655	900	1,400	600
20th Street	Avenue J	Avenue J-3	2,133	3,233	3,733	1,900	2,800	3,300
20th Street	Avenue J-3	Home Depot Street	2,133	3,233	4,133	1,900	2,800	3,600
20th Street	Home Depot Street	Avenue J-8	2,133	3,233	3,733	1,900	2,800	3,300
17th Street	Avenue J	Avenue J-3	Future	-	3,700	Future	-	3,200
17th Street	Avenue J-3	Home Depot Street	Future	-	3,700	Future	-	3,200
17th Street	Home Depot Street	Avenue J-8	Future	-	3,700	Future	-	3,200
15th Street	Avenue J	Avenue J-3	1,323	2,005	3,039	1,200	1,800	2,700
15th Street	Avenue J-3	Avenue J-5	1,323	2,005	3,039	1,200	1,800	2,700
15th Street	Avenue J-5	Avenue J-8	1,323	2,005	3,039	1,200	1,800	2,700
13th Street	Avenue J	Avenue J-3	Future	-	500	Future	-	400
13th Street	Avenue J-3	Avenue J-5	Future	-	500	Future	-	400
13th Street	Avenue J-5	Avenue J-8	Future	-	500	Future	-	400
12th Street	Avenue J-4	Avenue J-5	15	23	758	0	0	700
12th Street	Avenue J-5	Avenue J-8	14	20	727	0	0	600

Notes:

Vehicles Per Hour (VPH) is based on the peaking factors described in City of Lancaster General Plan Update Future Traffic Conditions Report (Iteris, 2008). Peaking factors ranged from 8% to 10% of ADT

¹ 2014 ADT volumes obtained from City of Lancaster Traffic Engineering Department

² Compounding 2 percent per year growth rate was applied to the 2014 ADT to arrive at 2035 forecasts; growth is consistent with City of Lancaster General Plan Update Future Traffic Conditions Report (Iteris, 2008).

³ 2035 with project conditions were estimated by using the Institute of Transportation Engineers (ITE) Trip Generation Handbook for existing uses in the project area. For example, the Antelope Valley Hospital Main Building is approximately 169,000 square feet which typically generates about 2,800 daily trips. This number was added to the new street connections and were subtracted from existing streets based on logical origins and destinations. It should be noted that these are approximations and that a more detailed traffic impact analysis would provide a higher level of accuracy.

⁴ Annual Average Daily Counts (AADT) were derived from the ADT. Per the FHWA Traffic Monitoring Guide, the conversion from ADT to AADT involves both a seasonal factor (SF) and an axle conversion factor (ACF). Based on the review of the Monitoring Guide, this area of Lancaster is expected to have a an SF of 0.92 and an ACF of 0.95. Therefore, AADT = ADT x SF x ACF = ADT x 0.92 x 0.95.

0.92

0.95

Figure 3

Part II, Question 3, Part C

Intersection	Existing		Future No Project		Future With Project	
	AM	PM	AM	PM	AM	PM
20th Street/Avenue J						
Peak Hour Volume	2,560	3,557	4,285	5,951	3,096	4,187
LOS Peak Hour	D	D	D	E	C	C
Peak Hour Delay	35.9	38.9	45.6	73.9	26.3	28.4
15th Street/Avenue J						
Peak Hour Volume	2,569	2,871	4,297	4,802	3,106	4,202
LOS Peak Hour	D	C	D	D	C	C
Peak Hour Delay	35.5	34.2	43.5	47.2	24.8	23.7
20th Street/CA-14 Ramp						
Peak Hour Volume	1,650	2,378	2,761	3,979	2,955	4,201
LOS Peak Hour	C	C	D	D	C	C
Peak Hour Delay	28.0	27.7	33.1	48.8	26.2	23.4
15th Street/Avenue J						
Peak Hour Volume	1,814	2,109	2,736	7,728	2,461	3,141
LOS Peak Hour	C	C	C	F	C	C
Peak Hour Delay	30.7	32.5	34.3	102.9	25.4	26.2
20th Street/Avenue J						
Peak Hour Volume	2,105	2,831	3,522	4,737	2,854	3,646
LOS Peak Hour	C	C	D	F	C	C
Peak Hour Delay	32.6	34.9	36.9	1,042.5	21.1	25.7

Notes:

Delay expressed in seconds per vehicle.

Highway Capacity Manual (HCM) Methodology was utilized to calculate LOS and corresponding delay.

Peak hour intersection turning volumes obtained from Kimley-Horn (2014).

Project Assumptions:

-Provision of new internal street network (primarily 17th Street and 13th Street, coupled with new east-west connections of Avenue J-3, J-5 and Home Depot Southerly would decrease traffic on 20th and 15th at Avenues J and J-8.

-Methodology for estimating trip reductions and rerouting was based on Institute of Transportation Engineers (ITE) Trip Generation Handbook trip rates for existing land uses. For example, the Antelope Valley Hospital Main Buidling is approximately 169,000 square feet which typically generates about 2,800 daily trips. This number was added to the new street connections and were subtracted from existing streets based on logical origins and destinations. It should be noted that these are approximations and that a more detailed traffic impact analysis would provide a higher level of accuracy.

-Signal timing at each of the intersections (modifications to cycle length only) in the Future with Project scenario were adjusted based on traffic forecasts and optimal cycle lengths. No other signal modifications were evaluated.

An eight foot jogging path would be constructed on the west side of 17th Street West. This path would be separate from the six foot sidewalk in order to provide a standalone recreational facility that would not reduce the pedestrian mobility.

Curb extensions and bulb-outs would be included to enhance safety and mobility within the project area. ADA ramps and accessibility features would be included throughout the project.

Class II and III bike lanes would be included on streets to increase mobility throughout the area. Bike lanes in both directions of travel will be added to the exterior roads around the project area including 15th Street West, Avenue J, and Avenue J-8. Shared bike lanes, sharrows, will be incorporated throughout the project limits to open access to bicyclists where none exists.

Short term bicycle parking will be provided at Antelope Valley Hospital and at other facilities in order to integrate bicycle usage more fully into the project area.

Transit amenities would be included to enhance and encourage transit use within the project area. The improvements might include new lighted bus shelters, new stops within the project area, bus turnouts, and added buses to the schedule. Antelope Valley Transit Authority has committed to increasing service through and around the area to support the improvements planned with the project.

Avenue J, Avenue J-8, and 15th Street West would be rehabilitated and treated to bring the life cycle duration to the same level as the other improvements within the project and enhance accessibility with improved performance.

The project would include the following improvements:

- (a) Construction of Avenue J-3 from 20th Street West to 13th Street West. The anticipated right-of-way width would be 77 feet and the street cross-section would accommodate one lane in each direction, bus turnouts or on-street parking, shared bike lanes, a center median, and meandering landscaped parkway and sidewalks. Curb extensions would be added at all crossings.
- (b) Construction of Avenue J-5 from 15th Street West 13th Street West; widening of Avenue J-5 from 13th Street West to 12th Street West; and, and improvements along Woman's Center between Avenue J-3 and Avenue J-5. The anticipated right-of-way width would be 68 feet wide and the street cross-section would accommodate one lane in each direction, on-street parking, shared bike lanes, landscaped parkway and meandering sidewalks. Curb extensions would be added at all crossings.
- (c) Construction of 17th Street West from Avenue J to Avenue J-8 and construction of the Home Depot Southerly Street. The anticipated right-of-way width would be 78 feet wide and the street cross-section would accommodate one lane in each direction, on-street parking, shared bike lanes, landscaped parkway and meandering sidewalks, and a separate jogging path along 17th Street West. Curb extensions would be added at all crossings.
- (d) Construction of 13th Street West from Avenue J-2 to Avenue J-8; construction of Avenue J-2 and 14th Street West; and construction of miscellaneous sidewalk improvements . The anticipated right-of-way width would be 68 feet wide and the street cross-section would

accommodate one lane in each direction, on-street parking, shared bike lanes, landscaped parkway and meandering sidewalks. Curb extensions would be added at all crossings.

- (e) Rehabilitation of the Avenue J, Avenue J-8, and 15th Street West. Treatment would include pavement conditioning to extend the life of the pavement.

The proposed improvements in this alternative would require the partial acquisition of 15 properties. The list of the impacted APNs is referenced below. Future plans will be in line with the land use categories contained in the City's General Plan and have been factored into the Medical Main Street Project.

The City owns several parcels within the project area. In addition, Antelope Valley Hospital owns several other parcels within the project area and is an active partner in the project. This reduces the number of required right-of-way parcels to be acquired which in turn reduces the schedule risk associated with the right-of-way acquisition. There are 15 parcels owned by others that will be impacted and partially acquired.

The project has been discussed with some owners and they are in favor of the project. No specifics have been discussed with individual land owners, however, since the project has not been environmentally cleared at this point.

A list of the impacted APNs that are not owned by the City of Lancaster or Antelope Valley Hospital include:

3123-001-062	3123-001-068
3123-003-094	3123-003-099
3123-003-100	3123-003-101
3123-003-102	3123-004-027
3123-004-037	3123-004-042
3123-004-045	3123-004-046
3123-004-047	3123-016-004
3123-016-005	

Please refer to Attachment C for a concept sketch of the right-of-way parcels and project layout plans.

6. System Planning

State Planning

California Transportation Plan (CTP) 2025 – The Medical Main Street project would improve mobility throughout the City of Lancaster by improving access to the Medical Main Street, aligning with the goals of the CTP. Multiple modes would also be served including pedestrians, bicycles, vehicles, and transit.

Regional Planning

Los Angeles County Metropolitan Transportation Authority Long Range Transportation Plan (2009) – The goal of the proposed project is to improve traffic flow and access by adding capacity through capital investments.

SCAG Regional Transportation Plan (RTP) 2012-2035 – The proposed project aligns with the 2012-2035 RTP/Sustainable Community Strategies (SCS) as it seeks to optimize the performance of the existing transportation system. Investments in the Medical Main Street would complete the system by addressing gaps in the current roadway capacity.

This project is not located along a High Quality Transit Area, but the project would still be highly beneficial to transit riders, pedestrians, and bicyclists. The proposed improvements would reduce VMT since people would walk or cycle between facilities within Medical Main Street. In addition, transit service would be bolstered with new lines and bus stops added to the area which would also reduce VMT.

Land use in the project area is combined and includes health care/medical, commercial, and mixed use. Features for multi-modal use have been included in the project and incorporate features such as sidewalks, curb extensions, bulb-outs, shared bike lanes, bike lane signal detection, bus turnouts, road diet features, and enhanced crosswalks. These kinds of features combine to create a highly integrated project that, while not in a High Quality Transit Area, still meets the spirit of the concept and reduces VMT.

Local Planning

City of Lancaster General Plan – The proposed project supports the City of Lancaster General Plan, Circulation Element, adopted in 2008, through the following policies:

Policy 14.1.2: Maintain and improve the operation of the roadway network by adhering to the circulation system improvements of the Transportation Master Plan for the development and operation of the system, while providing the flexibility to allow consideration of innovative design solutions.

Policy 14.2.3: Support a roadway network that takes into consideration noise and safety issues, along with other quality of life issues.

Policy 14.4.2: Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

Policy 14.4.3: Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled, fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders.

Policy 14.4.5: Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

Policy 19.2.5 Create a network of attractive paths and corridors that encourage a variety of modes of transportation within the city.

The City of Lancaster is commencing the preparation of a “Complete Streets Master Plan” that will be funded through the Southern California Association of Governments through a Sustainability Program grant. This planning effort will amend the City’s General Plan to bring it into compliance with AB 1358, the Complete Streets Act of 2008, and will establish street design criteria to ensure that the City’s streets safely accommodate all expected street users (motorists, pedestrians, bicyclists, and transit users) while providing positive economic returns and being fiscally sustainable. Although this master plan has not yet

been prepared, the designs of the streets proposed in this project reflect the City's commitment to a "complete streets" approach.

7. Environmental Resources and Clearance

The project site is located within the City of Lancaster. The project entails construction of roadway and related improvements within a site bounded by 12th Street West on the east, Avenue J to the north, 20th Street West to the west, and Avenue J-8 to the south. In addition, 15th Street West crosses through the project in a north-south direction and provides two lanes of access in each direction.

A review of the project site and background material indicates that some environmental work has been performed for other projects in the area. However, technical studies would be required specifically for this project under the California Environmental Quality Act (CEQA). Based upon a preliminary review, it is likely that an Initial Study/Mitigated Negative Declaration would be needed for this project. The City of Lancaster would be the lead agency for the CEQA process. If federal funding is used for the project, environmental clearance under the National Environmental Policy Act (NEPA) would be required. It is anticipated that a Categorical Exclusion would apply to this project. FHWA/Caltrans would be the lead agency for the NEPA process with the City of Lancaster responsible for the preparation of the necessary documents. Based on existing workload and available resources, it is anticipated to take 6 to 12 months to complete the environmental process. The following section provides more detailed information of the potential environmental effects of the project.

Environmental Considerations

The project site is located in the high desert portion of northern Los Angeles County with numerous environmental resources in and around the region. The project site is located in an urbanized area and surrounded by commercial, residential, and medical uses; roadways; and SR-14. Many of the vacant, undeveloped parcels within the project site have been previously disturbed. As the project site is located in an urbanized area of the City, many of the resource areas would not be impacted or the impacts would be minimal and existing technical reports and information can be utilized. These include Aesthetics, Agricultural Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, Land Use, Mineral Resources, Population and Housing, Public Services and Utilities, and Recreation. Specific information regarding these resources provided below.

Aesthetics: The project would not have the potential to affect visual or scenic resources. None of the roadways located on the project site or in the vicinity of the project are designated as State or City scenic highways or roadways. The project site is located in an urbanized area with a mix of commercial, medical, residential, and educational uses. Implementation of the proposed project would not change the overall aesthetics of the area and a visual impact assessment would not be required.

Agriculture/Forestry and Mineral Resources: The project site is located in an urbanized area of the City of Lancaster. There are no agricultural uses, timberlands or mineral resources located within this part of the City and the proposed project would not result in any impacts to these resources.

Biological Resources: The project site is located in an urbanized area. Most of the property included in the project site is either developed or has been previously disturbed. Most of the vegetation on the undeveloped parcels is either invasive or non-native including tamarisk (*Tamarix ramosissima*) and Russian thistle (*Salsola tragus*). Based on a review of the California Natural Diversity Database

(CNDDDB), no species status plant or animal species or habitat communities are expected to occur on the project site and none were identified in the database review. The urbanized area of the project site substantially reduces the likelihood of impacts to natural resources. Because the project area is generally developed, it is unlikely that the project site would be considered valuable habitat for any wildlife species. No permits or agency coordination would be required.

Geology and Soils: The project site lies within the southern margin of the Antelope Valley alluvial basin at the boundary of the Transverse Ranges Geomorphic Province and Mojave Desert Geomorphic Province of California. The project site is covered by alluvial deposits of Quaternary age.¹ The project site is relatively flat. A narrow strip adjacent to the Amargosa Creek channel is located within a liquefaction hazard zone.² The project site is not located within an Alquist-Priolo Zone or an area with the potential for landslides, subsidence, or soil expansion.

Hydrology and Water Quality: The Amargosa Creek runs along the southwest limit of the project site. It is not expected that the creek would be directly impacted by the project; therefore a streambed alteration agreement from the California Department of Fish and Wildlife is not necessary. However, water quality issues will be an important consideration during construction and operation of the project and best management practices (BMPs) would be implemented to reduce runoff and erosion from the project site. A Waste Discharge Report (WDR) permit from the Lahontan Regional Water Quality Control Board would be required.

Land Use/Planning and Population/Housing: The project site is located in an urbanized area of the City of Lancaster. The project site is designated as Health Care (HC), Commercial (C), Mixed Use (MU), Office Professional (OP), Multi-Residential (MR2), and Open Space (O), based on the Lancaster General Plan Land Use Map.³ As described above, the project would also support the Plan for Physical Mobility of City of Lancaster's General Plan, adopted in 2009. The project would be consistent with plans and goals adopted by the City.

Additionally, the proposed project would not have the potential to divide or disrupt neighborhoods and communities, require the relocation of residences or businesses, or disproportionately affect low-income and minority populations.

Public Services and Utilities: The project would require right of way, construction easements, and utility relocations. No relocation of existing residences, businesses, schools, or commercial entities would be required for this project. The project would require coordination with public services and utilities to ensure impacts to services are not disrupted during project construction.

Recreation: No parks or recreational facilities are located within or immediately adjacent to the project site. As such, no impact to recreation is anticipated to occur with implementation of the proposed project.

Additional technical studies would be required for the following resource areas to accurately identify potential impacts.

¹ California Department of Conservation, California Geological Survey. *Seismic Hazard Zone Report for the Lancaster West 7.5-Minute Quadrangle, Los Angeles County, California*. 2005.

² California Department of Conservation. "Seismic Hazard Zones – Lancaster West Quadrangle" February 11, 2005.

³ City of Lancaster. *Lancaster General Plan Land Use Map*. Adopted July 14, 2009 by Resolution No.09-52.

Air Quality, Greenhouse Gases, and Noise: As previously described, the project site is located within an urbanized area and is surrounded by a mix of land uses, roadways, and SR-14. Sensitive receptors in the vicinity of the project site include several apartment complexes, medical facilities, and Sunnydale Elementary School. Air quality and noise impacts analyses are necessary to determine the project's potential construction and operational impacts on these receptors.

Cultural Resources: Based on existing studies on projects in the surrounding area, no archaeological or paleontological resources are known to exist within the project site. However, numerous historic resources have previously been identified within one-mile of the project site. A cultural resources survey, including a field survey and records search, would be required for this project.

Transportation and Traffic: The project would construct new roadways within an urbanized area in the City of Lancaster. A traffic impact study would be prepared to address the construction and operational impacts of the project.

8. Hazardous Materials/Waste

The project site and surrounding area consist of medical, residential, commercial, retail, and educational facilities. The project would affect parcels, most of which are developed and occupied. A preliminary hazardous materials review for the project site using the State Water Resources Control Board's Geotracker database⁴ and the State Department of Toxic Substances Control Envirostor database⁵ identified a total of nine hazardous waste sites within or immediately adjacent to the project site: one leaking underground storage tank (LUST) site, four permitted underground storage tank facilities, two closed LUST sites, one closed other cleanup site (dry cleaners), and one inactive school investigation cleanup site.

As part of the environmental review process, a Phase I Environmental Site Assessment will be prepared in accordance with ASTM Standard Practice E1527-05. This technical report will provide a comprehensive review of hazardous materials or waste near the project site and will include a regulatory database search and field reconnaissance to document any potential hazardous conditions.

⁴ California State Water Resources Control Board. Geotracker. Website: <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=lanaster%2C+ca>. Accessed on January 21, 2015.

⁵ California Department of Toxic Substances Control. Envirostor. Website: <http://www.envirostor.dtsc.ca.gov/>. Accessed on January 21, 2015.

9. Funding/Programming

This City of Lancaster is requesting funding through the 2015 Metro Call for Projects and will be responsible for the 50 percent local match.

See Attachment B for the proposed project schedule.

The proposed funding plan is as follows:

	<u>Metro REQUESTED (\$)</u>	<u>TOTAL (\$)</u>
Design Engineering	\$471,948.00	\$943,895.00
R/W Acquisition	\$405,460.00	\$810,920.00
Utilities Relocation	\$225,000.00	\$550,000.00
Construction	\$4,307,658.00	\$11,248,681.00
Construction Engineering	\$589,934.00	\$1,179,868.00
TOTAL	\$6,000,000.00	\$14,733,364.00

10. Identification of the potential programming and funding of the project

The financial plan for the project is shown in Attachment A and the project cost estimate is contained in Attachment B of this document.

11. Project Programming Request

A draft Project Programming Request has been prepared and is contained in Attachment E.

12. Supporting Documents

Please refer to Section 15, Attachments, for a list of supporting documents.

13. Authorized Staff Signature

The cover sheet of the document is signed and stamped by a licensed civil engineer.

14. Recommendations

This report recommends the programming and funding of the Medical Main Street Project through the Los Angeles County Metropolitan Authority's 2015 Call for Projects.

Funding of this project will allow for the proposed improvements to be constructed and significantly improve access and traffic operations along and within the project limits. Pedestrian mobility and safety will be improved throughout the project site with the project.

Alternative No. 1 would improve access and traffic operations beyond that of the No-Build conditions along the Medical Main Street project limits and improve the health of the community through a connected and accessible medical campus and city center.

15. Attachments

Attachment A – Project Financial Plan

Attachment B - Approved Cost Estimates and Schedule

Attachment C – Right-of-Way

Attachment D - Maps and Project Plans

Attachment E – Draft Programming Request

ATTACHMENT A:

Project Financial Plan

PART II: PROJECT FINANCIAL PLAN

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

2015 CALL FOR PROJECTS

Project Title:

MEDICAL MAIN STREET - REGIONAL SURFACE TRANSPORTATION

Project Sponsor:

CITY OF LANCASTER

1. PROJECT FINANCIAL EXPENSES

NOTE: INDICATE ALL AMOUNTS IN FY 2014-15 WHOLE DOLLARS. METRO WILL ESCALATE ACCORDINGLY

PROJECT EXPENSES *	Prior Years	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
CAPITAL EXPENSES							
1 Design and PS&E	\$0	\$0	\$0	\$755,116	\$188,779	\$0	\$943,895
2 Right-Of-Way Aquisition or Lease	\$0	\$0	\$0	\$0	\$810,920	\$0	\$810,920
3 Utilities Relocation	\$0	\$0	\$0	\$0	\$550,000	\$0	\$550,000
4 Equipment Purchase or Lease (e.g., computers)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Vehicle Purchase or Lease	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6 Construction	\$0	\$0	\$0	\$0	\$0	\$11,248,681	\$11,248,681
7 Construction Engineering	\$0	\$0	\$0	\$0	\$0	\$1,179,868	\$1,179,868
OPERATING EXPENSES							
8 Administration/Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Operating Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 Marketing	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER (specify)							
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	\$0	\$0	\$0	\$0	\$0	\$0	\$0
18 TOTAL PROJECT EXPENSES	\$0	\$0	\$0	\$755,116	\$1,549,699	\$12,428,549	\$14,733,364

ATTACHMENT B:

Total Project Cost Estimate and Schedule

Project Component Costs: (in 2014/5 dollars)

ENGINEER'S ESTIMATE OF PROBABLE COST

The proposed funding plan is as follows:

	<u>Metro REQUESTED (\$)</u>	<u>TOTAL (\$)</u>
Design Engineering	\$471,948.00	\$943,895.00
R/W Acquisition	\$405,460.00	\$810,920.00
Utilities Relocation	\$225,000.00	\$550,000.00
Construction	\$4,307,658.00	\$11,248,681.00
Construction Engineering	\$589,934.00	\$1,179,868.00
TOTAL	\$6,000,000.00	\$14,733,364.00

Project Schedule

Activity	Date
Start Environmental Studies	7/1/2016
Draft Environmental Document	12/29/2017
Final Environmental Document	9/1/2018
Begin Design Engineering	12/1/2018
Plans, Specifications, & Estimates	3/1/2020
Start R/W Acquisition	6/1/2019
R/W Certification	5/1/2020
Utility Relocation	5/1/2020
Ready to Advertise	7/1/2020
Start Construction (Award)	10/1/2020
Project Completion (open for use)	12/1/2021

CITY OF LANCASTER
Medical Main Street
Antelope Valley Hospital Campus
From Amargosa Creek to Avenue J & From 20th St W to Kingtree Avenue
1/29/2015
Preliminary Engineer's Estimate

* Note: This cost estimate is base on preliminary engineering study only. The number is subject to change.

Item	Description	Quantity	Unit	Unit Price	Price
STREET IMPROVEMENTS					
1	Mobilization (3%)	1	LS	\$312,410	\$312,410
2	Clearing and Grubbing	1	LS	\$150,000	\$150,000
3	Unclassified Excavation	16,400	CY	\$10	\$164,000
4	Imported Borrow	4,200	CY	\$15	\$63,000
5	Recycle Existing Asphalt Pavement	211,500	SF	\$1.25	\$264,375
6	Cold Plane & Overlay 3R Street Corridors (a.k.a. Pavement Treatments)	660,800	SF	\$0.80	\$528,640
7	Asphalt Concrete Pavement (5 inch AC Depth Assumed)	15,300	Tons	\$80	\$1,224,000
8	Crushed Aggregate Base (10 inch AB Depth Assumed)	8,800	CY	\$60	\$528,000
9	Curb Only	11,700	LF	\$20	\$234,000
10	Curb & Gutter	27,900	LF	\$25	\$697,500
11	Landscape	203,500	SF	\$10	\$2,035,000
12	PCC Sidewalk	200,400	SF	\$6	\$1,202,400
13	Aesthetic Hardscape	12,400	SF	\$8	\$99,200
14	PCC Driveway	11,900	SF	\$10	\$119,000
15	Drainage System	1	LS	\$500,000	\$500,000
16	Jogging Track (3 inch AC Depth Assumed)	19,700	SF	\$1.50	\$29,550
17	New Traffic Signal (Avenue J & 17th St W)	1	LS	\$175,000	\$175,000
18	Existing Traffic Signal Modification (Ave J-3 & 15th St W)	1	LS	\$125,000	\$125,000
19	Existing Traffic Signal Modification (Ave J-5 & 15th St W)	1	LS	\$125,000	\$125,000
20	Existing Traffic Signal Modification (Ave J & 15th St W)	1	LS	\$125,000	\$125,000
21	Existing Traffic Signal Modification (Ave J-8 & 15th St W)	1	LS	\$125,000	\$125,000
22	Existing Traffic Signal Modification (Ave J & 20th St W)	1	LS	\$125,000	\$125,000
23	Existing Traffic Signal Modification (Ave J-8 & 20th St W)	1	LS	\$125,000	\$125,000
24	Signing and Striping (including on-Campus Corridors and 3R Streets)	1	LS	\$300,000	\$300,000
25	Street Lighting	1	LS	\$750,000	\$750,000
26	Utility Relocation	1	LS	\$500,000	\$500,000
27	Traffic Control	1	LS	\$100,000	\$100,000
PROJECT SUBTOTAL					\$10,726,075
CONTINGENCY (10%)					\$1,072,607
PROJECT TOTAL CONSTRUCTION					\$11,798,682
28	Right of Way Acquisition	202,730	SF	\$4.00	\$810,920
RIGHT OF WAY TOTAL					\$810,920
29	PS&E Design (8%)	1	LS	\$943,895	\$943,895
30	Construction Management (10%)	1	LS	\$1,179,868	\$1,179,868
ENGINEERING TOTAL					\$2,123,763
PROJECT TOTAL WITH R/W AND ENGINEERING COST					\$14,734,000

Responsible Agency: City of Lancaster

Contact Person Information:

Raymond M. Hunt
Capital Program Manager, Development Services Department
Phone: (661) 945-6860
Fax: (661) 723-6221

ATTACHMENT C:

Right-of-Way Information

Right-of-Way Acquisition Summary

APN	Property Address (if applicable)	Area Req'd (Ft^2)	Acquisition Type
3123-001-062	44226 20TH ST W, LANCASTER, CA 93534-4075	23688.47	ROW
3123-001-068	1810 AVENUE J, LANCASTER, CA 93534-2706	23689.95	ROW
3123-003-094	44300 LOWTREE AVENUE, LANCASTER, CA 93534-4148	92.60	ROW
3123-003-099	44285 LOWTREE AVENUE, LANCASTER, CA 93534-4170	5049.61	ROW
3123-003-100	44284 LOWTREE AVENUE, LANCASTER, CA 93534-4169	3381.47	ROW
3123-003-101	1212 W AVENUE J, LANCASTER, CA 93534-2940	432.43	ROW
3123-003-102	1210 W AVENUE J, LANCASTER, CA 93534-2901	270.34	ROW
3123-004-027	44045 15TH ST W, LANCASTER, CA 93534-4029	131.77	ROW
3123-004-037	N/A	25262.10	ROW
3123-004-042	1601 W AVENUE J-8, LANCASTER, CA 93534-4771	21822.71	ROW
3123-004-045	N/A	20174.68	ROW
3123-004-046	44140 20TH ST W, LANCASTER, CA 93534-4045	9985.83	ROW
3123-004-047	44130 20TH ST W, LANCASTER, CA 93534-4045	7764.23	ROW
3123-016-004	N/A	38027.73	ROW
3123-016-005	N/A	22918.70	ROW
Total		202692.62	

LEGEND

- EXIST RW/PARCEL LINE
- APN IMPACTED BY PROJECT
- APN NOT IMPACTED
- REQUIRED RW ACQUISITION AREA

3123-012-041

3123-012-041

3123-012-041

AVENUE J

WALGREEN

K-MART

A.V. FURNITURE & MATTRESS

OUTPATIENT SURGERY CENTER

ANTELOPE VALLEY HOSPITAL MAIN BUILDING

RITE AID

AVENUE J-2

THE HOME DEPOT

CITY OF HOPE ANTELOPE VALLEY COMMUNITY RESOURCE CENTER

AVENUE J-3

AVENUE J-4

MAX KELLER SENIOR APARTMENTS

CAMILLE'S SIDEWALK CAFE

DESERT SANDS CHARTER HIGH SCHOOL

WOMEN & INFANTS PAVILION

OUTPATIENT IMAGING CENTER

SUNNYDALE ELEMENTARY SCHOOL

RACQUET CLUB APARTMENTS

THE SPRINGS APARTMENT HOMES

20TH ST W

17TH ST W

15TH ST W

13TH ST W

20TH ST W

17TH ST W

15TH ST W

13TH ST W

12TH ST W

KINGTREE AVE

LIGHTWOODS AVE

138

14

SCALE: 1" = 150'

AECOM

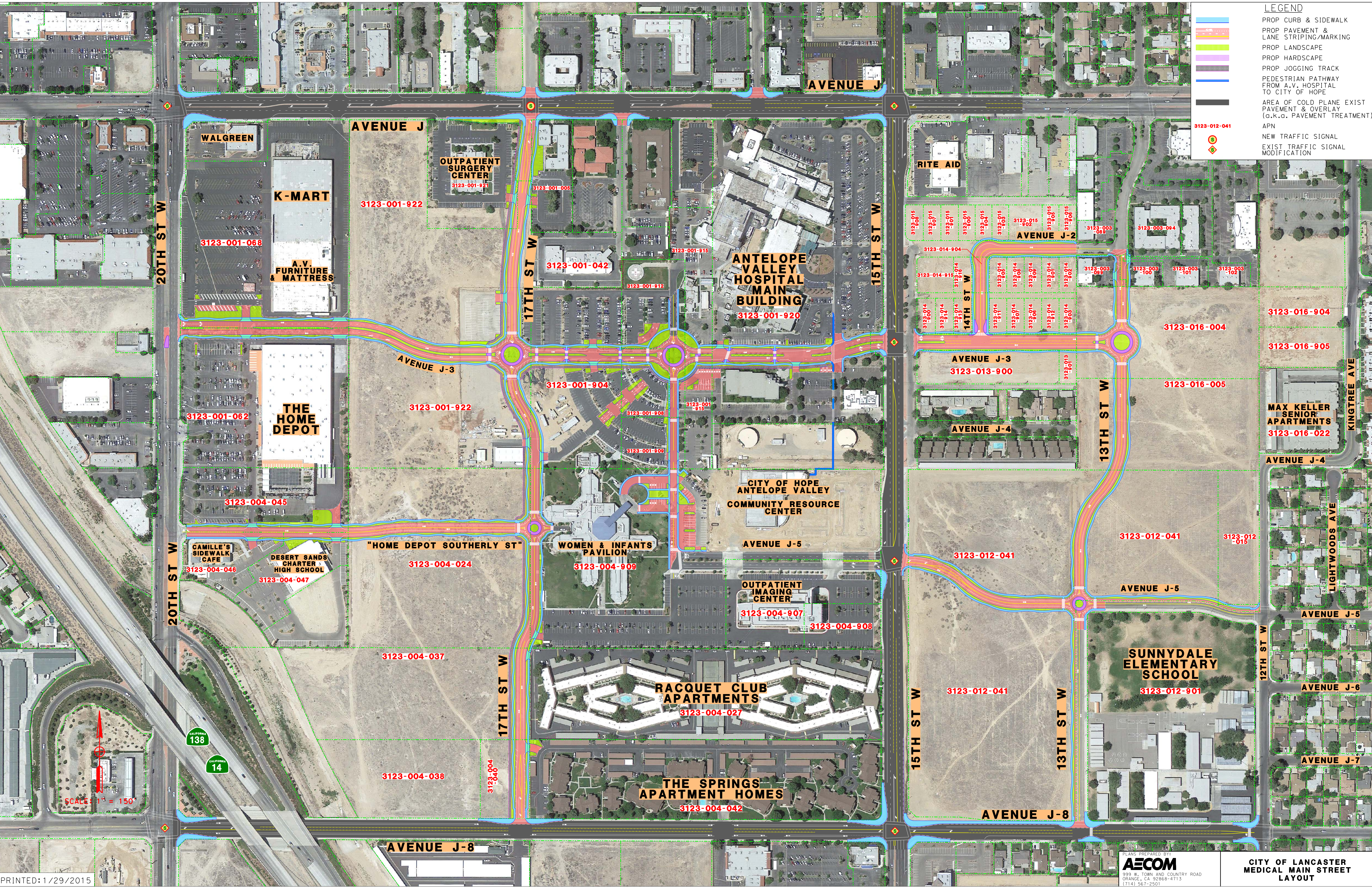
999 W. TOWN AND COUNTRY ROAD
ORANGE, CA 92668-4713
(714) 567-2501

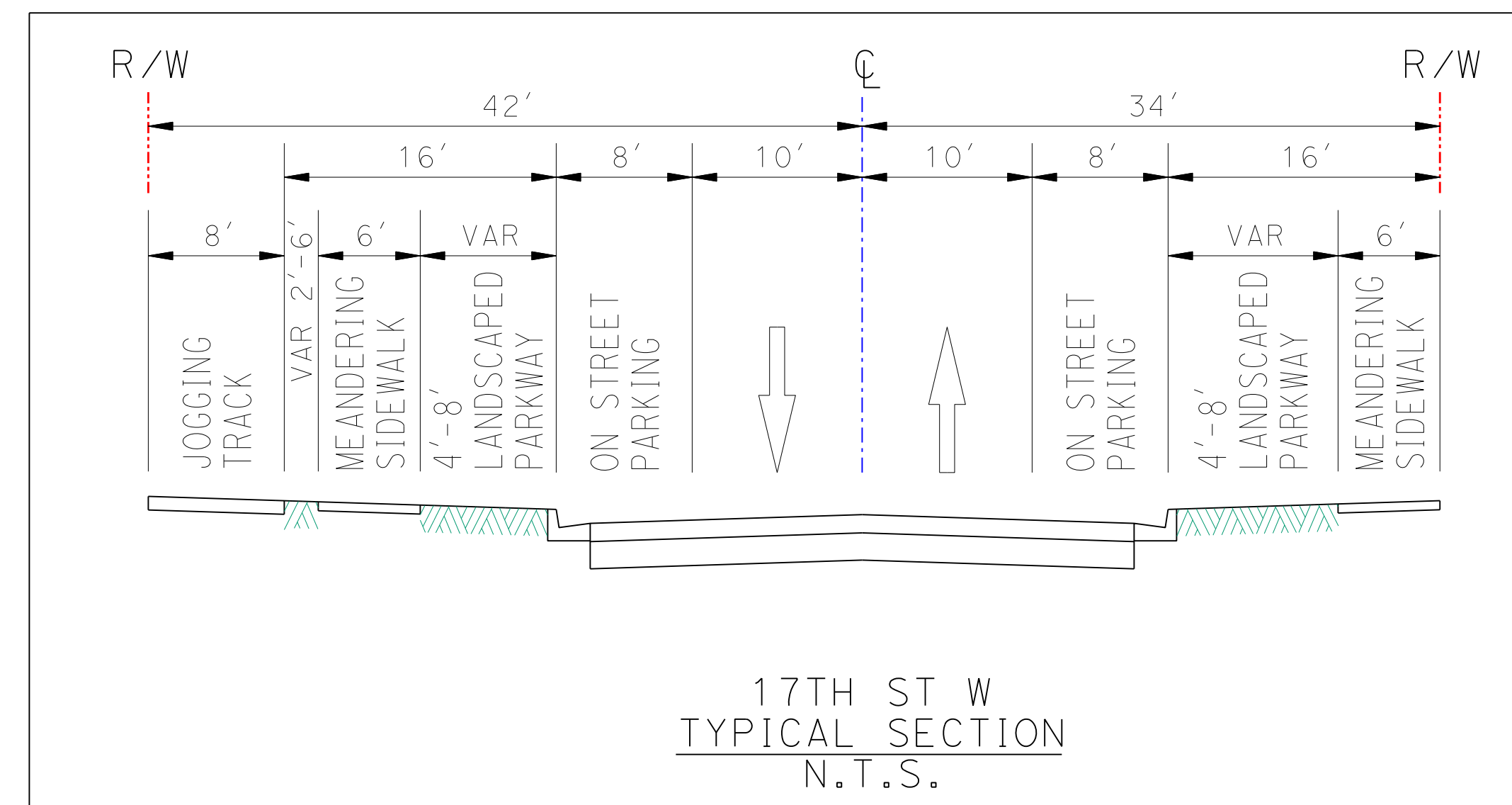
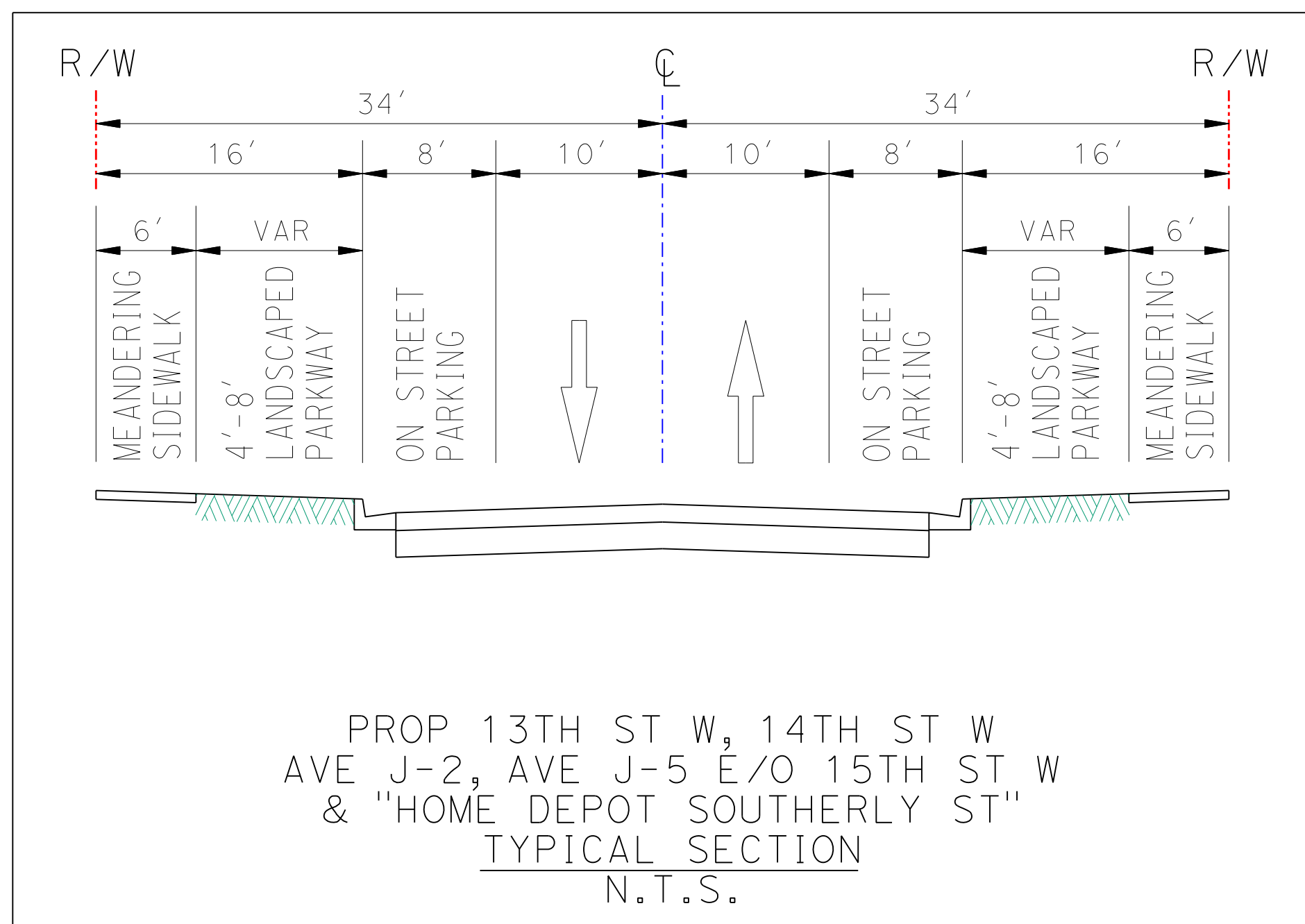
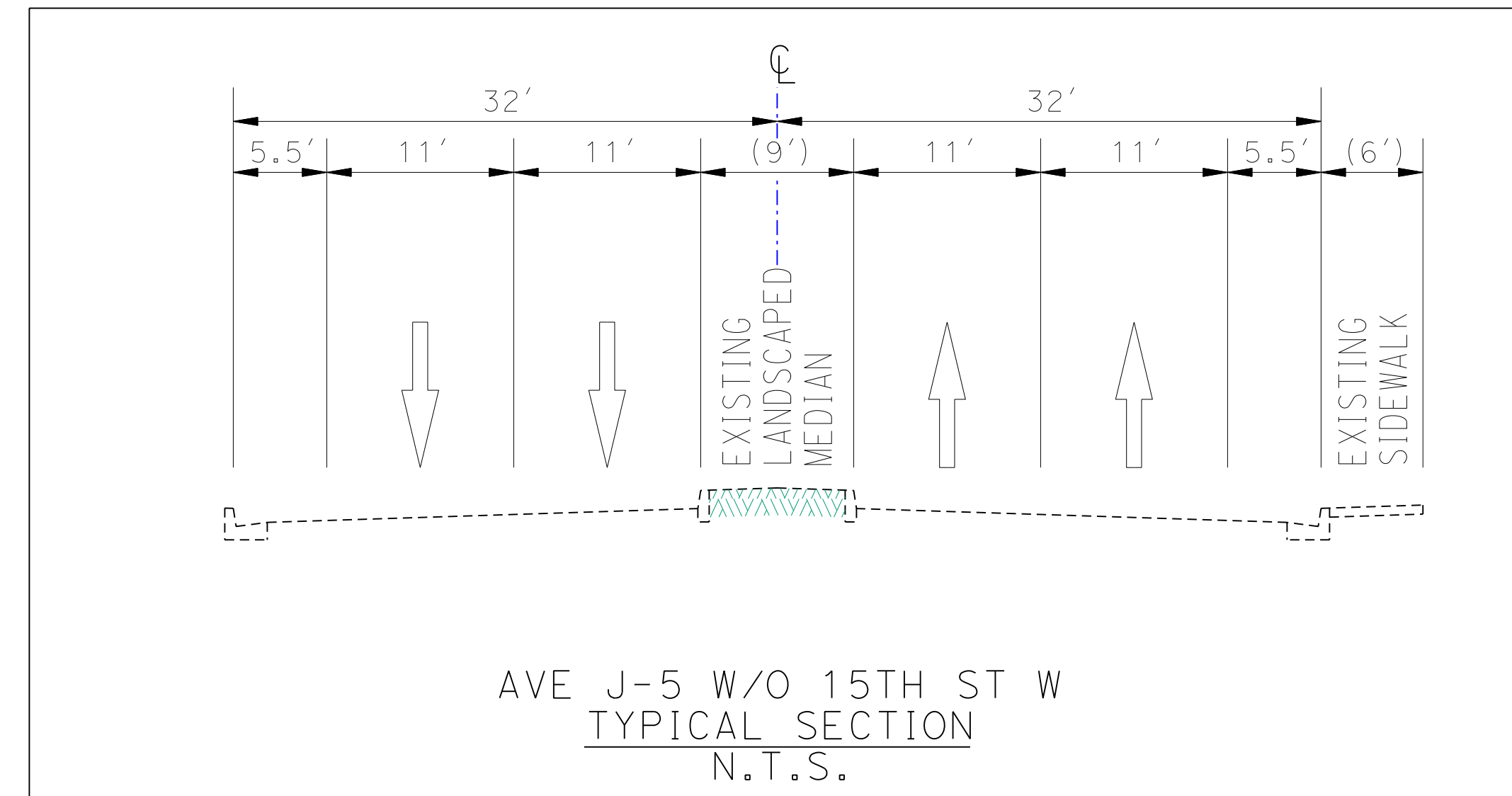
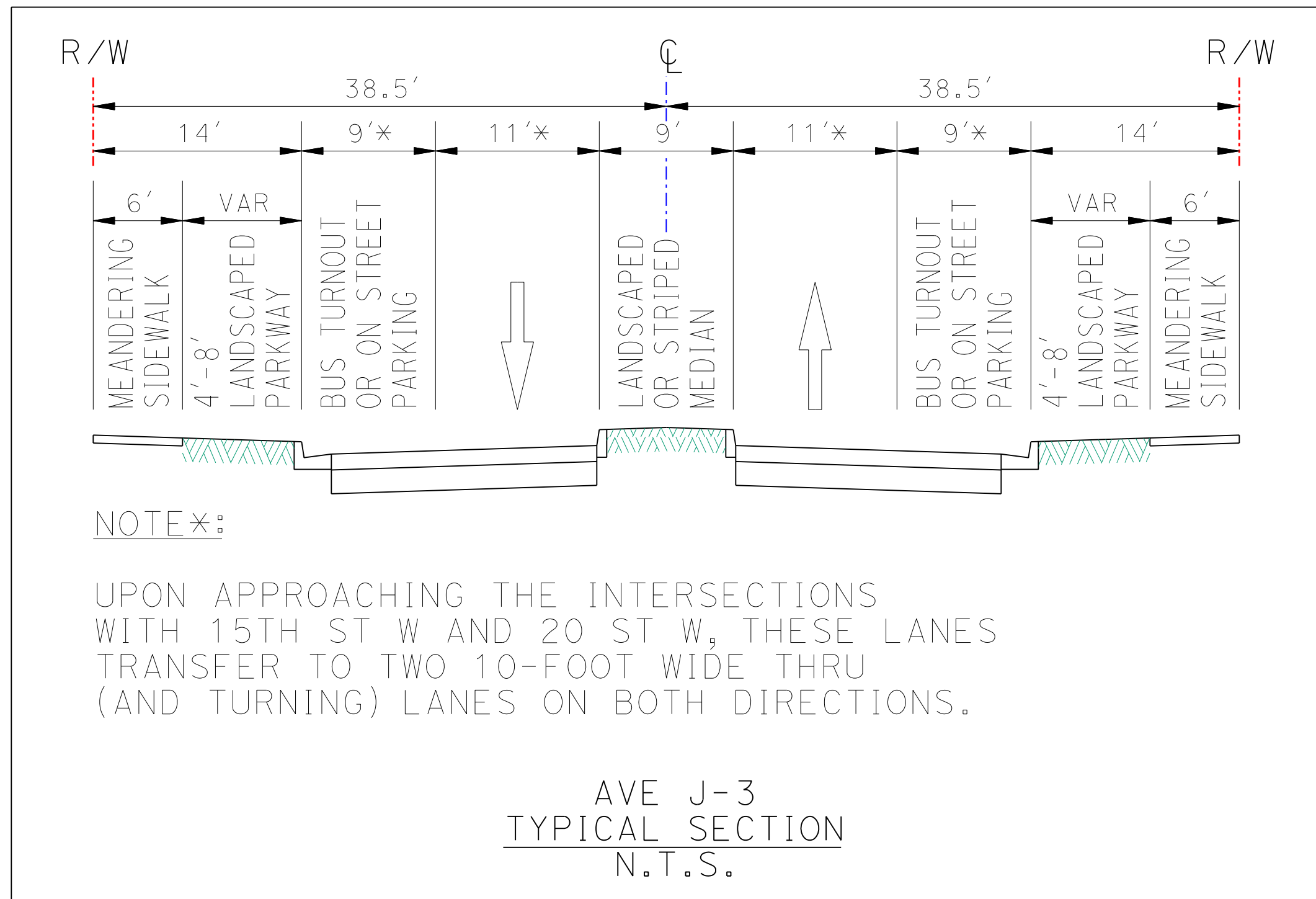
CITY OF LANCASTER
MEDICAL MAIN STREET
ROW ACQUISITION MAP

ATTACHMENT D:

Maps and Project Plans

- LEGEND**
- PROP CURB & SIDEWALK
 - PROP PAVEMENT & LANE STRIPING/MARKING
 - PROP LANDSCAPE
 - PROP HARDSCAPE
 - PROP JOGGING TRACK
 - PEDESTRIAN PATHWAY FROM A.V. HOSPITAL TO CITY OF HOPE
 - AREA OF COLD PLANE EXIST PAVEMENT & OVERLAY (G.K.G. PAVEMENT TREATMENT)
 - APN
 - NEW TRAFFIC SIGNAL
 - EXIST TRAFFIC SIGNAL MODIFICATION





ATTACHMENT E:

Project Programming Request

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input type="checkbox"/> Amendment (Existing Project)					Date:	9/16/13
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07			4539	F5509		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LA				Lancaster, City of		
				MPO	Element	
				SCAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Raymond M. Hunt		(661) 945-6860		rhunt@cityoflancaster.org		
Project Title						
Medical Main Street						
Location, Project Limits, Description, Scope of Work						
Construct 2 miles of new complete streets to alleviate burden to existing arterial network, whilst providing necessary access to existing and proposed medical facilities.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Lancaster, City of					
PS&E	Lancaster, City of					
Right of Way	Lancaster, City of					
Construction	Lancaster, City of					
Purpose and Need						
The Medical Main Street planning area contains Antelope Valley Hospital which serves a region of more than 500,000 people. Access to the area, referred to as Medical Main Street, is difficult due to limited street improvements in and around the area. The proposed project will significantly increase access to Medical Main Street and the surrounding area. The improvements would provide access for motorists, bicyclists, and pedestrians, and close gaps within the existing network.						
Project Benefits						
The Medical Main Street planning area contains Antelope Valley Hospital which serves a region of more than 500,000 people. Increasing access to this facility will benefit the residents of the area served with efficient access to high quality care. In addition, the improvements will serve multimodal functions and improve mobility for motorists, pedestrians, bicyclists, and transit riders.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				/ /		
Circulate Draft Environmental Document				/ /		
Draft Project Report				/ /		
End Environmental Phase (PA&ED Milestone)				/ /		
Begin Design (PS&E) Phase				/ /		
End Design Phase (Ready to List for Advertisement Milestone)				/ /		
Begin Right of Way Phase				/ /		
End Right of Way Phase (Right of Way Certification Milestone)				/ /		
Begin Construction Phase (Contract Award Milestone)				/ /		
End Construction Phase (Construction Contract Acceptance Milestone)				/ /		
Begin Closeout Phase				/ /		
End Closeout Phase (Closeout Report)				/ /		

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

Additional Information

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Lancaster, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**LACMTA Call for Projects
Proposition C Funding Agreement
and Scope Change Documents**



R. Rex Parris Mayor
Marvin E. Crist Vice Mayor
Ken Mann Council Member
Angela E. Underwood-Jacobs Council Member
Raj Malhi Council Member
Jason Caudle City Manager

November 15, 2019

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012
ATTN: Matthew Abbott; Mail Stop 99-22-7

RE: **REQUEST TO REVISE SCOPE OF WORK**
Medical Main Street
LACMTA Call for Projects ID# F9131, FTIP# LAF9131
Funding No. 920000000F9131

Please accept this letter as the City of Lancaster's formal request to amend the Funding Agreement (FA) and revise the scope of work for the subject project. A developer within the Medical Main Street area has proposed a development concept that would require re-alignment of proposed roads. Briefly summarized below, Attachment B (enclosed) has been revised to include the following modifications:

- Move 17th Street West to the West and rename as 18th Street West
- Terminate the westerly extension of proposed Avenue J-3 beyond 18th Street West
- Terminate the easterly extension of proposed Avenue J-3 beyond 15th Street West
- Remove Avenue J-2 and 14th Street West
- Remove the proposed Roundabout at Avenue J-3 and 13th Street West
- Straighten the alignment of Avenue J-5 east of 13th Street West
- Relocate the proposed roundabout at Avenue J-5 and 13th West to the north

With the revisions to the scope of work, we have revised our estimated project budget and updated Attachment A accordingly (enclosed).

Please let me know if you have any questions regarding this request or if you need any additional information.

Sincerely,

Marissa Diaz, P.E.
Senior Manager – Capital Programs

Encl: Attachment A, Project Funding (Revised)
Attachment B, Scope of Work (Revised)
FA, Effective March 15, 2019

cc: Fanny Pan, Deputy Executive Director
Jeff Hogan, Development Services Director
Trolis Niebla, Senior Manager – City Engineer

ATTACHMENT B

SCOPE OF WORK

PROJECT TITLE

Medical Main Street

PROJECT LIMITS

The Medical Main Street project area is bounded by 12th Street West on the east, Avenue J on the north, 20th Street West on the west, and SR-14 and Avenue J-8 on the south.

PROJECT DESCRIPTION

This project will construct approximately 1.75 miles of new roadway to alleviate burden to the existing arterial network, whilst providing necessary access to existing and proposed medical facilities as part of the Medical Main Street Planning area.

The project includes new streets, intersection improvements, shared bike paths, sidewalks, jogging path, 3R improvements, complete streets features, and transit access amenities. Major project components include the following:

- New roadways, including 18th Street West, 13th Street West, Avenue J-3, Home Depot Southerly Street, plus several other minor streets;
- Intersection improvements at multiple locations throughout the project area;
- Roundabouts at three intersections, modified or new traffic signals at three locations, and road diet measures throughout the project area;
- Pedestrian Amenities, including:
 - Curb extensions and bulb-outs,
 - Sidewalks, and Pathways,
 - Street lighting, and
 - ADA Accessibility throughout;
- Bicycle Amenities, including:
 - Bike lanes in both directions of travel on the exterior roads around the project area,
 - Modifications to existing signals,
 - Shared bike lanes (sharrows) incorporated throughout project area, and
 - Short Term Bicycle Parking at Antelope Valley Hospital and at other facilities;
- A jogging path (8 feet wide) will be added on 18th Street West from Avenue J to Avenue J-8;
- Approx. 700, 000 SF of Rehabilitation, Restoration and Resurfacing (3R) Improvements
 - Avenue J, 20th Street West to 13th Street West;

- 15th Street West, Avenue J to Avenue J-8; and
- Avenue J-8, 20th Street West to 12th street West; and
- Transit Access Amenities:
 - Bus Turnouts,
 - New Lighted Shelters, and
 - New Stops.

PROJECT BUDGET

Project Component	LACMTA CFP (C25)	Local STP-L Exchange	Local Prop C	Amount
Design and PS&E	297,732		433,796	731,527
Right-of-Way Acquisition	253,452		369,281	622,733
Utility Relocation	196,459		286,242	482,701
Construction Engineering	372,164		542,244	914,409
Construction	3,525,184	1,427,000	3,709,2020	8,661,387
Total Budget	4,644,992	1,427,000	5,340,765	11,412,757

PROJECT MILESTONES

Milestone	Start Date	Completion Date
Preliminary Engineering	01/13/2020	03/13/2020
Environmental Documentation Approval	06/17/2019	09/20/2020
Design (60%)	03/30/2020	07/31/2020
Right-of-Way Acquisition/Certification	09/20/2020	03/20/2021
Design (90%)	08/17/2020	10/16/2020
Design (100%)	11/02/2020	12/04/2020
Advertise	03/28/2021	04/27/2021
Contract Award	05/25/2021	05/25/21
Construction	06/21/2021	02/25/2022
Acceptance/Project Close-out	02/28/2022	05/27/2022

PROJECT MAP



**CALL FOR PROJECTS
PROPOSITION C
FUNDING AGREEMENT**

This Funding Agreement ("Agreement") is made and entered into effective as of March 15, 2019 ("Effective Date"), and is by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and the City of Lancaster ("GRANTEE") for Medical Main Street - LACMTA Call for Projects ID# F9131 and FTIP# LAF9131 (the "Project").

WHEREAS, as part of the 2015 Call for Projects, the LACMTA Board of Directors, at its meeting on September 24, 2015, authorized a grant to GRANTEE, subject to the terms and conditions contained in this Agreement.

NOW, THEREFORE, the parties hereby agree as follows:

The terms and conditions of this Agreement consist of the following and each is incorporated by reference herein as if fully set forth herein:

1. Part I - Specific Terms of the Agreement
2. Part II - General Terms of the Agreement
3. Attachment A - Project Funding
4. Attachment B - Scope of Work
5. Attachment C - Reporting and Expenditure Guidelines
6. Attachment C-1 - Quarterly Progress/Expenditure Report
7. Attachment D - Federal Transportation Improvement Program (FTIP) Sheet
8. Attachment E-1 - Special Grant Conditions
9. Attachment E-2 - Sustainable Design Elements Requirements
10. Attachment F - Project Readiness Certification
11. Any other attachments or documents referenced in the above documents

In the event of a conflict, the Special Grant Conditions, if any, shall prevail over the Specific Terms of the Agreement and any attachments and the Specific Terms of the Agreement shall prevail over the General Terms of the Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: 

for Phillip A. Washington
Chief Executive Officer

Date: 7/11/2019

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

By: 

Deputy

Date: 6/7/19

GRANTEE:

CITY OF LANCASTER

By: 

Jason Caudle
City Manager

Date: 6/19/19


APPROVED AS TO FORM:

By: 

Allison E. Burns, ESQ
Asst- City Attorney

Date: 6/18/19

ATTEST:

By: 

Britt Avrit
City Clerk

Date: 6/24/19

PART I
SPECIFIC TERMS OF THE AGREEMENT

1. Title of the Project (the "Project"): Medical Main Street. LACMTA Call for Projects ID# F9131 FTIP # LAF9131.
2. To the extent the Funds are available, LACMTA shall make to GRANTEE a one-time grant of the Proposition C 25% funds in the amount of \$5,262,742 (the "Funds") for the Project in accordance with the terms of this Agreement. LACMTA Board of Directors' action of September 24, 2015, granted the Funds to GRANTEE for the Project. The Funds are programmed over two years, Fiscal Years (FY) 2018-19; and 2020-21. LACMTA Board of Directors' action approved Funds for FY 2018-19 only in the amount of \$1,022,760. LACMTA Board of Directors' action will be required annually to approve Funds for each subsequent Fiscal Year prior to those Funds being allocated to GRANTEE.
3. The Project Funding documents all sources of funds programmed for the Project as approved by LACMTA and is attached as Attachment A. The Project Funding includes the total programmed budget for the Project, including the Funds granted by LACMTA and GRANTEE'S local match requirement (the "GRANTEE Funding Commitment"). The Project Funding also includes the fiscal years in which all the funds for the Project are programmed.
4. GRANTEE shall complete the Project as described in the Scope of Work. The Scope of Work for the Project is attached to this Agreement as Attachment B. The Scope of Work includes a description of the Project, a detailed description of the work to be completed by GRANTEE including, without limitation, Project milestones consistent with the lapsing policy, and a set schedule. Work shall be delivered in accordance with that schedule unless otherwise agreed to by the parties in writing. If a GRANTEE is consistently behind schedule in meeting milestones or in delivering the Project, then LACMTA will have the option to terminate this Agreement for default as described in Part II, Section 9.
5. Eligible Project expenses are defined in the Reporting and Expenditure Guidelines (Attachment C). The form of the Quarterly Progress/Expenditure Report is attached as Attachment C-1. LACMTA will withhold five percent (5%) of eligible expenditures per invoice as retention pending an audit of expenditures and completion of the Scope of Work.
6. The "FTIP PROJECT SHEET (PDF)" is attached as Attachment D and is required to ensure that the Project is programmed correctly in the most up-to-date FTIP document. The FTIP PROJECT SHEET (PDF) can be found in ProgramMetro FTIP database under the reports section at <https://program.metro.net>. All projects that receive funding through the LACMTA Call for Projects must be programmed into the FTIP which includes locally funded regionally significant projects for information and air quality modeling purposes. GRANTEE shall review the Project in ProgramMetro each year and update or correct the Project as necessary during a scheduled FTIP amendment or adoption to be consistent with the terms of this Agreement, as amended from time to time. GRANTEE will be notified of amendments and adoptions to the FTIP via e-mail. Changes to the FTIP through ProgramMetro should be made as soon as possible after GRANTEE is aware of any changes to the Project, but no later than October 1 of the year the change or update is effective. Should GRANTEE fail to meet this date, it may affect

GRANTEE'S ability to access funding, delay the Project and may ultimately result in the Funds being lapsed. LACMTA shall review and approve any changes GRANTEE makes to the FTIP prior to incorporating such changes in to the TIP.

7. The "Sustainable Design Elements Requirements Special Grant Conditions" is attached as Attachment E-2. GRANTEE shall comply with the Special Grant Conditions as set forth in Attachment E-2.

8. An executed "Project Readiness Certification" is attached as Attachment F, which is evidence that GRANTEE can appropriately fund and staff the Project so that the Project can be completed in a timely manner.

9. Amendments to this Agreement shall be in writing executed by the parties. No changes to the (i) grant amount, (ii) Project Funding, (iii) the Scope of Work, or (iv) the lapse date of the Funds shall be allowed without a written amendment to this Agreement, approved and signed by the LACMTA Chief Executive Officer or his/her designee and GRANTEE.

10. Notice will be given to the parties at the address specified below unless otherwise notified in writing of change of address. Any notice required or permitted to be delivered hereunder shall be deemed to be delivered upon receipt by the correct address by United States mail, postage prepaid, certified or registered mail, return receipt requested, or by Federal Express or other reputable overnight delivery service addressed to the parties hereto as follows:

LACMTA's Address:

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Attention: Matthew Abbott; Mail Stop 99-22-7
Email: abbottm@metro.net
Phone: (213)-922-3071

GRANTEE's Address:

City of Lancaster
Development Services Department
44933 Fern Avenue
Lancaster, CA 93534
Marissa Diaz, P.E., Capital Program Manager
Email: mdiaz@cityoflanasterca.org
Phone: (661)945-6864

11. On September 26, 2002, the LACMTA Board of Directors required that prior to receiving Proposition C 10% or 25% grant funds through the Call for Projects, GRANTEE must meet a Maintenance of Effort (MOE) requirement consistent with the State of California's MOE as determined by the State Controller's office. With regard to enforcing the MOE, LACMTA will follow the State of California's MOE requirement, including, without limitation, suspension and re-implementation.

PART II
GENERAL TERMS OF THE AGREEMENT

1. TERM:

1.1 The term of this Agreement shall commence on the Effective Date of this Agreement and shall expire upon the occurrence of all of the following, unless terminated earlier as provided herein: (i) the agreed upon Scope of Work has been completed; (ii) all LACMTA audit and reporting requirements have been satisfied; and (iii) the final disbursement of the Funds has been made to GRANTEE. All eligible Project expenses as defined in the Reporting Guidelines (Attachment C) incurred after the Effective Date shall be reimbursed in accordance with the terms and conditions of this Agreement. The parties understand and agree there are certain covenants and agreements which specifically remain in effect after expiration or termination of this Agreement.

1.2 Should LACMTA determine there are insufficient Funds available for the Project; LACMTA may terminate this Agreement by giving written notice to GRANTEE at least thirty (30) days in advance of the effective date of such termination. If this Agreement is terminated pursuant to this section, LACMTA will not reimburse GRANTEE any costs incurred after the effective date of such termination, except those necessary to return any facilities modified by the Project's construction to a safe state. LACMTA's share of these costs will be in equal proportion of the grant to GRANTEE Funding Commitment ratio.

2. INVOICE BY GRANTEE: Unless otherwise stated in this Agreement, the Quarterly Progress/Expenditure Report, with supporting documentation of expenses and Project progress as described in Part II, Section 4.1 of this Agreement, and other documents as required by LACMTA, shall satisfy LACMTA invoicing requirements.

Submit invoice with supporting documentation to:
ACCOUNTSPAYABLE@METRO.NET (preferable)

Or mail to:

Los Angeles County Metropolitan Transportation Authority
Accounts Payable

P. O. Box 512296

Los Angeles, CA 90051-0296

All invoice material must contain the following information:

Re: LACMTA Project ID# F9131 and FA# 9200000000F9131

Matthew Abbott; Mail Stop 99-22-7

3. USE OF FUNDS:

3.1 GRANTEE shall utilize the Funds to complete the Project as described in the Scope of Work and in accordance with the Reporting and Expenditure Guidelines and the most recently adopted LACMTA Proposition C Guidelines for the type of Proposition C funds granted by LACMTA hereunder (the "Guidelines").

3.2 GRANTEE shall not use the Funds to substitute for any other funds or projects not specified in this Agreement. Further, GRANTEE shall not use the Funds for any expenses or activities beyond the approved Scope of Work (Attachment B).

*3.3 GRANTEE must use the Funds in the most cost-effective manner. If GRANTEE intends to use a consultant or contractor to implement all or part of the Project, LACMTA requires that such activities be procured in accordance with GRANTEE'S contracting procedures and consistent with State law. GRANTEE will also use the Funds in the most cost-effective manner when the Funds are used to pay "in-house" staff time. This effective use of funds provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

*3.4 GRANTEE'S employee, officers, councilmembers, board member, agents, or consultants (a "GRANTEE Party") are prohibited from participating in the selection, award, or administration of a third-party contract or sub-agreement supported by the Funds if a real or apparent conflict of interest would be involved. A conflict of interest would include, without limitation, an organizational conflict of interest or when any of the following parties has a financial or other interest in any entity selected for award: (a) a GRANTEE Party (b) any member of a GRANTEE Party's immediate family, (c) a partner of a GRANTEE Party; (d) any organization that employs or intends to employ any of the above. This conflict of interest provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

3.5 If the Project requires the implementation of an Intelligent Transportation Systems ("ITS") project, GRANTEE shall ensure the Project is consistent with the Regional ITS Architecture. ITS projects must comply with the LACMTA Countywide ITS Policy and Procedures adopted by the LACMTA Board of Directors including the submittal of a completed, signed self-certification form (Attachment E-1). For the ITS policy and form, also see http://www.metro.net/projects/call_projects/.

3.6 If any parking facilities are designed and/or constructed using the Funds, GRANTEE shall coordinate with LACMTA parking program staff (see METRO.net for staff listing) in the planning, design and management of the facility and shall ensure that its implementation is consistent with the LACMTA adopted parking policy. For the parking policy, see http://www.metro.net/projects/call_projects/.

3.7 GRANTEE is obligated to continue using the Project consistent with the public transportation purposes for which the Project was approved. The Project right-of-way and real property purchased to implement the Project shall remain dedicated to public transportation use. The obligations set forth in this section shall survive termination of this Agreement.

3.8 If GRANTEE desires to use the Funds to purchase or lease equipment including, without limitation, vehicles, office equipment, computer hardware or software, or other personal property ("Equipment") necessary to perform or provide the services set forth in the Scope of Work, GRANTEE must obtain LACMTA's written consent prior to purchasing or leasing any Equipment. Equipment purchased or leased without such prior written consent

shall be deemed an unallowable expenditure of the Funds. Equipment acquired as part of the Project shall be dedicated to that Project use for their full economic life cycle, including any extensions of that life cycle achieved by reconstruction, rehabilitation, or enhancements.

3.9 If an Equipment ceases to be used for the proper use as originally stated in the Scope of Work, GRANTEE will be required to return to LACMTA the Funds used to purchase or lease such Equipment in proportion to the useful life remaining and in equal proportion of the Funds to GRANTEE Funding Commitment ratio. The obligations set forth in this section shall survive termination of this Agreement.

3.10 If any Project facilities or any real property purchased to implement the Project is no longer used or is no longer needed for the Project, including construction easements or excess property, GRANTEE will be required to return to LACMTA the Funds used to design, construct or acquire such Project facilities or real property in equal proportion of the grant to GRANTEE Funding Commitment ratio. The obligations set forth in this section shall survive termination of this Agreement.

3.11 If GRANTEE desires to use any Project facility or any real property purchased to implement the Project to generate revenue, GRANTEE shall first obtain LACMTA's written consent prior to entering into any such revenue generating arrangement. GRANTEE shall provide LACMTA with the applicable information regarding the transaction, including without limitation, the property at issue, the proposed use of the property, the amount of revenue, any impact to the Project and the proposed use of the revenue. LACMTA consent may be conditioned on whether bond funds were used, and how GRANTEE plans to use the revenue, including, without limitation, sharing any net revenues with LACMTA. If GRANTEE fails to obtain LACMTA's prior written consent, GRANTEE shall be considered in default and LACMTA shall have all rights and remedies available at law or in equity, including, without limitation the return of the Funds to cover the cost of the property in question. The obligations set forth in this section shall survive termination of this Agreement.

3.12 GRANTEE understands that this Agreement does not provide any rights for GRANTEE to use LACMTA real property needed for the Project. If the Project requires use of LACMTA Property, GRANTEE will need to enter into a separate agreement with LACMTA in accordance with LACMTA real property policies and procedures. Nothing in this Agreement obligates LACMTA to provide GRANTEE with any real estate right.

4. DISBURSEMENT OF FUNDS:

4.1 GRANTEE shall submit the Quarterly Progress/Expenditure Report (Attachment C-1) within 60 days after the close of each quarter on the last day of the months November, February, May and August. Should GRANTEE fail to submit such reports within 10 days of the due date and/or GRANTEE submits incomplete reports, LACMTA will not reimburse GRANTEE until the completed required reports are received, reviewed, approved. The Quarterly Progress/Expenditure Report shall include all supporting documentation (such as contractor invoices, timesheets, receipts, etc.) with a clear justification and explanation of their relevance to the Project for reimbursement. If no activity has occurred during a particular quarter, GRANTEE will still be required to submit the Quarterly Progress/Expenditure Report

indicating no dollars were expended that quarter. If a request for reimbursement exceeds \$500,000 in a single month, then GRANTEE can submit such an invoice once per month with supporting documentation.

4.2 Disbursements shall be made on a reimbursement basis in accordance with the provisions of this Agreement.

4.3 LACMTA will make all disbursements electronically unless an exception is requested in writing. Disbursements via Automated Clearing House (ACH) will be made at no cost to GRANTEE. GRANTEE must complete the ACH form and submit such form to LACMTA before grant payments can be made. ACH Request Forms can be found at http://www.metro.net/projects/call_projects/call_projects-reference-documents/.

4.4 GRANTEE must provide detailed supporting documentation with its Quarterly Progress/Expenditure Report.

4.5 GRANTEE shall demonstrate that the GRANTEE Funding Commitment has been spent in direct proportion to the Funds invoiced with each quarter's expenditures.

4.6 Expenses that are not invoiced within 60 days after the lapsing date specified in Part II, Section 8.1 below are not eligible for reimbursement.

4.7 Any Funds expended by GRANTEE prior to the Effective Date of this Agreement shall not be reimbursed nor shall they be credited toward the GRANTEE Funding Commitment requirement, without the prior written consent of LACMTA. GRANTEE Funding Commitment dollars expended prior to the year the Funds are awarded shall be spent at GRANTEE'S own risk.

4.8 Commencing with the Effective Date, Funds will be made available to GRANTEE for all work related to the initial Project milestone identified in Attachment B - Scope of Work. Funds for subsequent Project milestones will not be available until GRANTEE provides evidence that the current Project milestone has been completed, or is clearly on track to be completed on the approved schedule stated in Attachment B, as determined by LACMTA.

5. AUDIT REQUIREMENTS/PAYMENT ADJUSTMENTS:

*5.1 LACMTA, and/or its designee, shall have the right to conduct audits of the Project, as deemed appropriate, such as financial and compliance audits; interim audits; pre-award audits, performance audits and final audits. LACMTA will commence a final audit within nine months of receipt of an acceptable final invoice, provided the Project is ready for final audit (meaning all costs and charges have been paid by GRANTEE and invoiced to LACMTA, and such costs, charges and invoices are properly documented and summarized in the accounting records to enable an audit without further explanation or summarization including actual indirect rates for the period under review). GRANTEE agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). GRANTEE shall

reimburse LACMTA for any expenditure not in compliance with this Agreement and the Guidelines. GRANTEE'S eligible expenditures submitted to LACMTA for this Project shall be in compliance with the Reporting and Expenditure Guidelines (Attachment C) and 2 CFR Subtitle A, Chapter II, Part 200. The allowability of costs for GRANTEE'S contractors, consultants and suppliers submitted to LACMTA through Recipient's Quarterly Progress Reports/Expenditures shall be in compliance with 2 CFR Subtitle A, Chapter II, Part 200 or, 48 CFR Part 31 (FAR), whichever is applicable. Any use of the Funds which is expressly prohibited under this Agreement shall be an ineligible use of the Funds and may be disallowed by LACMTA audit. Findings of the LACMTA audit are final. When LACMTA audit findings require GRANTEE to return monies to LACMTA, GRANTEE shall return such monies within thirty (30) days after the final audit is sent to GRANTEE.

*5.2 GRANTEE'S records shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements), invoices, and any other supporting evidence deemed necessary by LACMTA to substantiate charges related to the Project (all collectively referred to as "records") shall be open to inspection and subject to audit and reproduction by LACMTA auditors or authorized representatives to the extent deemed necessary by LACMTA to adequately permit evaluation of expended costs. Such records subject to audit shall also include, without limitation, those records deemed necessary by LACMTA to evaluate and verify, direct and indirect costs, (including overhead allocations) as they may apply to costs associated with the Project. These records must be retained by GRANTEE for three years following final payment under this Agreement. Payment of retention amounts shall not occur until after the LACMTA's final audit is completed.

*5.3 GRANTEE shall cause all contractors to comply with the requirements of Part II, Sections 5.1 and 5.2 above. GRANTEE shall cause all contractors to cooperate fully in furnishing or in making available to LACMTA all records deemed necessary by LACMTA auditors or authorized representatives related to the Project.

*5.4 LACMTA or any of its duly authorized representatives, upon reasonable written notice shall be afforded access to all of the records of GRANTEE and its contractors related to the Project, and shall be allowed to interview any employee of GRANTEE and its contractors through final payment to the extent reasonably practicable.

*5.5 LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall have access to the offices of GRANTEE and its contractors, shall have access to all necessary records, including reproduction at no charge to LACMTA, and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the terms and conditions of this Agreement.

5.6 In addition to LACMTA's other remedies as provided in this Agreement, LACMTA shall withhold the Funds and/or recommend not to award future Call for Projects grants to GRANTEE if the LACMTA audit has determined that GRANTEE failed to comply with the Scope of Work (such as misusing Funds or failure to return Funds owed to LACMTA in accordance with LACMTA audit findings) and/or is severely out of compliance with other

terms and conditions as defined by this Agreement and the Guidelines, including the access to records provisions of Part II, Section 5.

*5.7 When business travel associated with the Project requires use of a vehicle, the mileage incurred shall be reimbursed at the mileage rates set by the Internal Revenue Service, as indicated in the United States General Services Administration Federal Travel Regulation, Privately Owned Vehicle Reimbursement Rates.

*5.8 GRANTEE shall certify monthly invoices by reviewing all contractor and subcontractor costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with 2 CFR Subtitle A, Chapter II, Part 200 or 48 CFR Part 31 (whichever is applicable) and the terms and conditions of this Agreement.

5.9 GRANTEE shall also certify final costs of the Project to ensure all costs are in compliance with 2 CFR Subtitle A, Chapter II, Part 200 or 48 FAR Part 31 (whichever is applicable) and the terms and conditions of this Agreement.

5.10 Whenever possible, in exercising its audit rights under this Agreement, LACMTA shall rely on GRANTEE'S own records and audit work to minimize direct audit of contractors, consultants, and suppliers.

6. **ONE TIME GRANT:** This is a one time only grant subject to the terms and conditions agreed to herein and in the Guidelines. This grant does not imply nor obligate any future funding commitment on the part of LACMTA.

7. **SOURCES AND DISPOSITION OF FUNDS:**

7.1 The obligation for LACMTA to grant the Funds for the Project is subject to sufficient Funds being made available for the Project by the LACMTA Board of Directors. If such Funds are not made available for the Project, LACMTA shall have no obligation to provide the Funds for the Project, unless otherwise agreed to in writing by LACMTA.

7.2 GRANTEE shall fully fund and contribute the GRANTEE Funding Commitment, as identified in the Project Funding (Attachment A), towards the cost of the Project. If the Funds identified in Attachment A are insufficient to complete the Project, GRANTEE agrees to secure and provide such additional non-LACMTA programmed funds necessary to complete the Project.

7.3 GRANTEE shall be responsible for any and all cost overruns for the Project.

7.4 At any time, if GRANTEE receives outside funding for the Project in addition to the Funds identified in the Project Funding at the time this grant was awarded, this Agreement shall be amended to reflect such additional funding.

7.5 If, at the time of final voucher, available funding for the Project (including the Funds, GRANTEE Funding Commitment, and any additional funding) exceeds the actual Project costs, then the cost savings shall be applied in the same proportion as the sources of funds from each party to this Agreement as specified in the Project Funding and both the Funds and GRANTEE Funding Commitment required for the Project shall be reduced accordingly. LACMTA shall have the right to use any cost savings associated with the Funds at its sole discretion, including, without limitation, programming the unused Funds to another project or to another GRANTEE. If, at the time of final voucher, it is determined that GRANTEE has received Funds in excess of what GRANTEE should have received for the Project, GRANTEE shall return such overage to LACMTA within 30 days from final voucher.

8. TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS:

8.1 GRANTEE must demonstrate timely use of the Funds by:

- (i) executing this Agreement within ninety (90) days of receiving formal transmittal of the Agreement from LACMTA, or by December 31st of the first Fiscal Year in which the Funds are programmed, whichever date is later; and
- (ii) meeting the Project milestones due dates as agreed upon by the LACMTA and GRANTEE in the Agreement; milestones include, but are not limited to the following:
 - a. for project development, GRANTEE must complete phase by the end of the second fiscal year following the year the Funds were first programmed; and
 - b. for right-of-way, GRANTEE must follow its right-of-way acquisition policies and must show a realistic schedule for completion of acquisition required for the project agreed upon by LACMTA and GRANTEE prior to Agreement execution; and
 - c. for construction or capital purchase projects, contracts shall be awarded within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date; and
- (iii) submitting the Quarterly Progress/Expenditure Report; and
- (iv) expending the Funds granted under this Agreement for allowable costs by June 30, 2023 (lapse date), within 36 months from July 1 of the final Fiscal Year in which funds are programmed.

8.2 Quarterly Progress/Expenditure Reports will be used to evaluate compliance with the Project milestone due dates as identified in the Agreement. If the Project does not meet the milestone due dates as agreed upon in the Agreement, LACMTA will issue a notice of non-compliance to the GRANTEE, and the GRANTEE will be required to develop a

written recovery plan illustrating in detail the GRANTEE's actions to resolve the delay and to meet the Project completion date agreed upon in the Agreement (the "Recovery Plan"). If the Recovery Plan is deemed viable by LACMTA staff, and meets the Project completion date agreed upon in the Agreement, LACMTA may grant an administrative schedule update as long as the Funds are expended in compliance with (iv) above. If GRANTEE fails to submit a Recovery Plan within 30 days of the notice of non-compliance from LACMTA, or the Recovery Plan illustrates that the Project will not meet the lapse date in the Agreement, LACMTA may recommend potential deobligation of the Funds as part of its annual Call for Projects Recertification/Deobligation process. GRANTEE will ONLY be allowed to request a one-time lapsing date extension of 20-months from the final lapse date, which request is subject to LACMTA's Technical Advisory Committee (TAC) consideration as part of the annual Call for Projects Recertification/Deobligation process.

8.3 Recertification of Funds will be based on Project progress and is subject to meeting the Project milestones as agreed upon in the Agreement.

8.4 If GRANTEE does not complete one element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are deobligated, this Agreement shall automatically terminate.

8.5 If GRANTEE fails to meet any of the conditions in paragraph 8.1 above, the Project shall be considered lapsed and will be submitted to the LACMTA Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.

9. **DEFAULT:** A Default under this Agreement is defined as any one or more of the following: (i) GRANTEE fails to comply with the terms and conditions contained herein or in the Guidelines; (ii) GRANTEE is consistently behind schedule in meeting milestones or in delivering the Project; or (iii) GRANTEE fails to perform satisfactorily or makes a material change, as determined by LACMTA at its sole discretion, to the Financial Plan, the Scope of Work, or the Project Funding without LACMTA's prior written consent or approval as provided herein.

10. **REMEDIES:**

10.1 In the event of a Default by GRANTEE, LACMTA shall provide written notice of such Default to GRANTEE with a 30-day period to cure the Default. In the event GRANTEE fails to cure the Default, or commit to cure the Default and commence the same within such 30-day period to the satisfaction of LACMTA, LACMTA shall have the following remedies: (i) LACMTA may terminate this Agreement; (ii) LACMTA may make no further disbursements of Funds to GRANTEE; and/or (iii) LACMTA may recover from GRANTEE any Funds disbursed to GRANTEE as allowed by law or in equity.

10.2 Effective upon receipt of written notice of termination from LACMTA pursuant to Section 10.1, GRANTEE shall not undertake any new work or obligation with

respect to this Agreement unless so directed by LACMTA in writing. Any Funds expended after termination shall be the sole responsibility of GRANTEE.

10.3 The remedies described herein are non-exclusive. LACMTA shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

11. COMMUNICATIONS:

*11.1 GRANTEE shall ensure that all Communication Materials contain recognition of LACMTA's contribution to the Project as more particularly set forth in "Funding Agreement Communications Materials Guidelines" available on line or from the LACMTA Project Manager. Please check with the LACMTA Project Manager for the web address. The Funding Agreement Communications Materials Guidelines may be changed from time to time during the course of this Agreement. GRANTEE shall be responsible for complying with the latest Funding Agreement Communications Materials Guidelines during the term of this Agreement, unless otherwise specifically authorized in writing by the LACMTA Chief Communications Officer.

*11.2 For purposes of this Agreement, "Communications Materials" include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites radio and public service announcements, electronic media, and construction site signage. A more detailed definition of "Communications Materials" is found in the Funding Agreement Communications Materials Guidelines.

*11.3 The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. These guidelines and logo files including scalable vector files will be available through the LACMTA Project Manager.

*11.4 GRANTEE shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce Project Communications Materials for public and external purposes will comply with the requirements contained in this Section.

11.5 The LACMTA Project Manager shall be responsible for monitoring GRANTEE compliance with the terms and conditions of this Section. GRANTEE failure to comply with the terms of this Section shall be deemed a default hereunder and LACMTA shall have all rights and remedies set forth herein.

12. OTHER TERMS AND CONDITIONS:

12.1 This Agreement, along with its Attachments and the Guidelines, constitutes the entire understanding between the parties, with respect to the subject matter herein. The Agreement shall not be amended, nor any provisions or breach hereof waived, except in writing signed by the parties who agreed to the original Agreement or the same level of authority. Adoption of revisions or supplements to the Guidelines shall cause such revisions or supplements to become incorporated automatically into this Agreement as though fully set forth herein.

12.2 In the event that there is any court (proceeding between the parties to enforce or interpret this Agreement, to protect or establish any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney's fees.

*12.3 Neither LACMTA nor any subsidiary or their respective directors, officers, agents, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by GRANTEE under or in connection with any work performed by or service provided by GRANTEE, its officers, agents, employees, contractors and subcontractors under this Agreement. GRANTEE shall fully indemnify, defend (with counsel approved by LACMTA) and hold LACMTA, and its subsidiaries and their respective directors, officers, agents and employees harmless from and against any suits and causes of actions, claims, losses, liability, damages, costs and expenses, including without limitation, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any environmental obligation, and any legal fees in any way arising out of acts or omissions to act related to the Project or this Agreement, without requirement that LACMTA first pay such claim. The obligations set forth in this section shall survive termination of this Agreement.

12.4 Neither party hereto shall be considered in default in the performance of its obligation hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, acts of a public enemy, and government acts beyond the control and without fault or negligence of the affected party. Each party hereto shall give notice promptly to the other of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this Agreement.

*12.5 GRANTEE shall comply with and insure that work performed under this Agreement is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and procedural requirements including Federal Acquisition Regulations (FAR), and the applicable requirements and regulations of LACMTA. GRANTEE acknowledges responsibility for obtaining copies of and complying with the terms of the most recent federal, state, or local laws and regulations, and LACMTA requirements including any amendments thereto.

12.6 GRANTEE agrees that those sections of this Agreement marked with an asterisk shall be included in every contract entered into by GRANTEE or its contractors relating to work performed under this Agreement and LACMTA shall have the right to review and audit such contracts.

12.7 GRANTEE shall not assign this Agreement, or any part thereof, without prior approval of the LACMTA Chief Executive Officer or his designee, and any assignment without said consent shall be void and unenforceable at the option of LACMTA.

12.8 This Agreement shall be governed by California law. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or

unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

12.9 The covenants and agreements of this Agreement shall inure to the benefit of, and shall be binding upon, each of the parties and their respective successors and assigns.

12.10 GRANTEE will advise LACMTA prior to any key Project staffing changes.

12.11 GRANTEE in the performance of the work described in this Agreement is not a contractor nor an agent or employee of LACMTA. GRANTEE attests to no organizational or personal conflicts of interest and agrees to notify LACMTA immediately in the event that a conflict, or the appearance thereof, arises. GRANTEE shall not represent itself as an agent or employee of LACMTA and shall have no powers to bind LACMTA in contract or otherwise.

CFP#: F9131
FTIP#: LAF9131

PROJECT TITLE: MEDICAL MAIN STREET
GRANTEE/ PROJECT SPONSOR: CITY OF LANCASTER
(\$ in Actual Dollars)

PROGRAMMED FUNDS	PRIOR YEARS	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	TOTAL BUDGET	% OF BUDGET
LACMTA PROGRAMMED FUNDING:								
SELECT:								
Proposition C 25%		\$ 1,022,760		\$ 4,239,982		\$ 5,262,742	40.7%	
LACMTA SUBTOTAL							\$ 5,262,742	40.7%
GRANTEE/SPONSOR MATCH:								
Grantee Funding Commitment (specify type)								
(Write specific type of funding match)								
SELECT:								
Prop C Local Return		\$ 1,490,164		\$ 6,177,664		\$ 7,667,828	59.3%	
GRANTEE / PROJECT SPONSOR MATCH SUBTOTAL							\$ 7,667,828	59.3%
TOTAL PROGRAMMED FUNDING	\$ -	\$ -	\$ 2,512,924	\$ -	\$ 10,417,646	\$ -	\$ 12,930,570	100.0%

ATTACHMENT B

SCOPE OF WORK

PROJECT TITLE

Medical Main Street

PROJECT LIMITS

The Medical Main Street project area is bounded by 12th Street West on the east, Avenue J on the north, 20th Street West on the west, and SR-14 and Avenue J-8 on the south.

PROJECT DESCRIPTION

This project will construct two (2) miles of new roadway to alleviate burden to the existing arterial network, whilst providing necessary access to existing and proposed medical facilities as part of the Medical Main Street Planning area.

The project includes new streets, intersection improvements, shared bike paths, sidewalks, jogging path, 3R improvements, complete streets features, and transit access amenities. Major project components include the following:

- New roadways, including 17th Street West, 13th Street West, Avenue J-3, Home Depot Southerly Street, plus several other minor streets;
- Intersection improvements at multiple locations throughout the project area;
- Roundabouts at five intersections, modified or new traffic signals at three locations, and road diet measures throughout the project area;
- Pedestrian Amenities, including:
 - Curb extensions and bulb-outs,
 - Sidewalks, and Pathways,
 - Street lighting, and
 - ADA Accessibility throughout;
- Bicycle Amenities, including:
 - Bike lanes in both directions of travel on the exterior roads around the project area,
 - Modifications to existing signals,
 - Shared bike lanes (sharrows) incorporated throughout project area , and
 - Short Term Bicycle Parking at Antelope Valley Hospital and at other facilities;
- A jogging path (8 feet wide) will be added on 17th Street West from Avenue J to Avenue J-8;
- Approx. 700, 000 SF of Rehabilitation, Restoration and Resurfacing (3R) Improvements
 - Avenue J, 20th Street West to 13th Street West;
 - 15th Street West, Avenue J to Avenue J-8; and

- Avenue J-8, 20th Street West to 12th street West; and
- Transit Access Amenities:
 - Bus Turnouts,
 - New Lighted Shelters, and
 - New Stops.

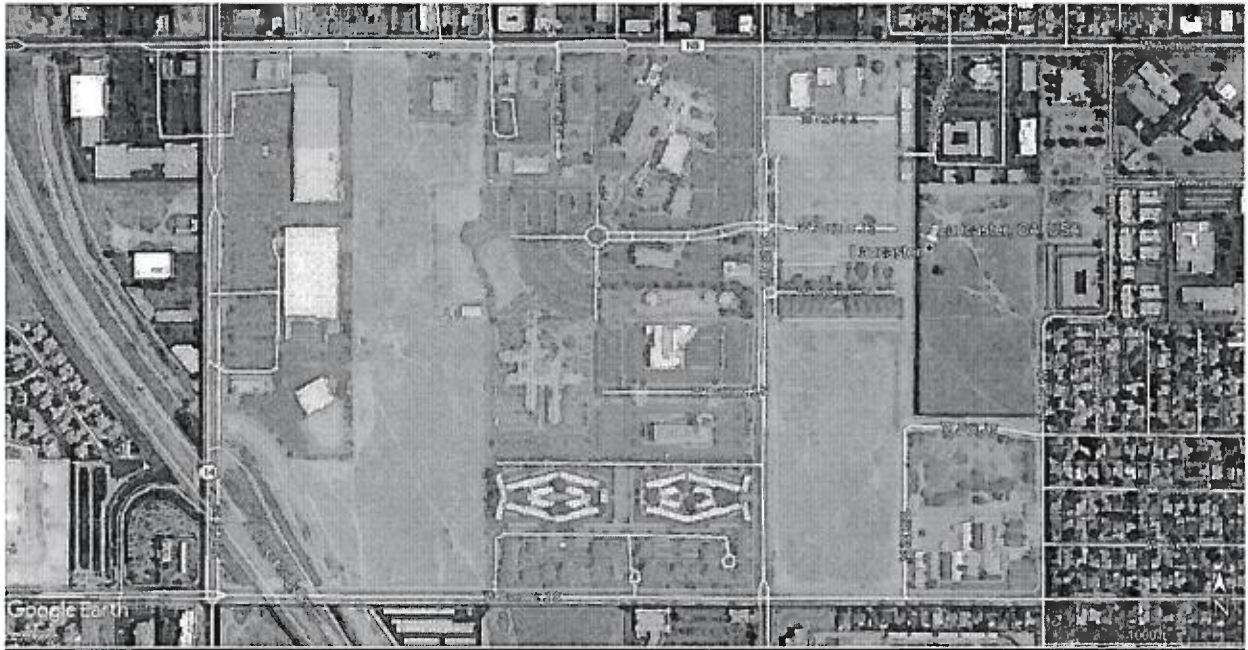
PROJECT BUDGET

Project Component	LACMTA	Local	Amount
Design and PS&E	413,957	414,442	828,399
Right-of-Way Acquisition	355,638	356,057	711,695
Utility Relocation	197,353	285,348	482,701
Construction Engineering	517,445	518,053	1,035,498
Construction	3,778,349	6,093,928	9,872,277
Total Budget	5,262,742	7,667,828	12,930,570

PROJECT MILESTONES

Milestone	Start Date	Completion Date
Preliminary Engineering	04/018/19	06/14/2019
Environmental Documentation Approval	06/17/2019	09/20/2019
Design (60%)	07/01/2019	11/01/2019
Right-of-Way Acquisition/Certification	09/20/2019	03/20/2020
Design (90%)	11/04/2019	01/10/2020
Design (100%)	01/13/2020	02/21/2020
Advertise	03/08/2020	04/08/2020
Contract Award	06/09/2020	06/09/2020
Construction	07/06/2020	03/05/2021
Acceptance/Project Close-out	03/06/2021	06/04/2021

PROJECT MAP



FA ATTACHMENT C

REPORTING & EXPENDITURE GUIDELINES

REPORTING PROCEDURES

- Quarterly Progress/Expenditure Report (Attachment C-1) is required for all projects. The GRANTEE shall be subject to and comply with all applicable requirements of the funding agency regarding project-reporting requirements. In addition, GRANTEE will submit a quarterly report to the LACMTA at ACCOUNTSPAYABLE@METRO.NET or by mail to Los Angeles County Metropolitan Transportation Authority, Accounts Payable, P. O. Box 512296, Los Angeles, California 90051-0296. Please note that letters or other forms of documentation may not be substituted for this form.
- The Quarterly Progress/Expenditure Report covers all activities related to the project and lists all costs incurred. It is essential that GRANTEE provide complete and adequate response to all the questions. The expenses listed must be supported by appropriate documentation with a clear explanation of the purpose and relevance of each expense to the project. Expenses must reflect the proportionate share of local match, including in-kind, charged to the grant.
- In cases where there are no activities to report, or problems causing delays, clear explanation, including actions to remedy the situation, must be provided.
- GRANTEES are required to track and report on the project schedule. LACMTA will monitor the timely use of funds and delivery of projects. Project delay, if any, must be reported each quarter. Projects not delivered in a timely manner will be reevaluated by LACMTA as part of the annual Call for Projects Recertification process and the Funds may be deobligated and reprogrammed by the LACMTA Board.
- The Quarterly Progress/Expenditure Report is due to the LACMTA as soon as possible after the close of each quarter, but no later than the following dates for each fiscal year:

<i>Quarter</i>	<i>Report Due Date</i>
July –September	November 30
October - December	February 28
January - March	May 31
April - June	August 31

Upon completion of the Project a final report that includes project's final evaluation must be submitted.

EXPENDITURE GUIDELINES

- Any activity or expense charged above and beyond the approved Scope-of-Work (FA Attachment B) **is considered ineligible** and will not be reimbursed by the LACMTA unless **prior written authorization** has been granted by the LACMTA Chief Executive Officer or his/her designee.
- Any expense charged to the grant or local match, including in-kind, must be clearly and directly related to the project.
- Any activity or expense charged as local match cannot be applied to any other LACMTA-funded or non-LACMTA-funded projects; activities or expenses related to a previously funded project cannot be used as local match for the current project.
- Administrative cost is the ongoing expense incurred by the GRANTEE for the duration of the project and for the direct benefit of the project as specified in the Scope-of-Work (Attachment B). Examples of administrative costs are personnel, office supplies, and equipment. As a condition for eligibility, all costs must be necessary for maintaining, monitoring, coordinating, reporting and budgeting of the project. Additionally, expenses must be reasonable and appropriate to the activities related to the project.
- LACMTA is not responsible for, and will not reimburse any costs incurred by the GRANTEE prior to the Effective Date of the FA, unless **written authorization** has been granted by the LACMTA Chief Executive Officer or her/her designee.

DEFINITIONS

- Local Participation: Where local participation consists of “in-kind” contributions rather than funds, the following contributions may be included:
 - Costs incurred by a local jurisdiction to successfully complete the project. Examples include engineering, design, rights-of-way purchase, and construction management costs.
 - Donations of land, building space, supplies, equipment, loaned equipment, or loaned building space dedicated to the project.
 - Donations of volunteer services dedicated to the project.
 - A third-party contribution of services, land, building space, supplies or equipment dedicated to the project.
- Allowable Cost: To be allowable, costs must be reasonable, recognized as ordinary and necessary, consistent with established practices of the organization, and consistent with industry standard of pay for work classification.
- Excessive Cost: Any expense deemed “excessive” by LACMTA staff would be adjusted to reflect a “reasonable and customary” level. For detail definition of “reasonable cost”,

please refer to the Federal Register *OMB Circulars A-87 Cost Principals for State and Local Governments; and A-122 Cost Principals for Nonprofit Organizations.*

- **Ineligible Expenditures:** Any activity or expense charged above and beyond the approved Scope-of-Work is considered ineligible.

LACMTA FA ATTACHMENT C-1

QUARTERLY PROGRESS / EXPENSE REPORT

Grantee To Complete	
Invoice #	
Invoice Date	
FA#	920000000F
Quarterly Report #	

GRANTEES ARE REQUESTED TO EMAIL THIS REPORT TO

ACCOUNTSPAYABLE@METRO.NET

or submit by mail to:

Los Angeles County Metropolitan Transportation Authority

Accounts Payable

P. O. Box 512296

Los Angeles, California 90051-0296

after the close of each quarter, but no later than November 30, February 28,

May 31 and August 31. Please note that letters or other forms

of documentation may not be substituted for this form. Refer to the

Reporting and Expenditure Guidelines (Attachment C) for further information.

SECTION 1: QUARTERLY EXPENSE REPORT

Please itemize grant-related charges for this Quarter on Page 5 of this report and include totals in this Section.

	LACMTA Grant \$	Local Match (Incl. In-Kind) \$	Local Match %	Total \$
Project Quarter Expenditure				
This Quarter Expenditure				
Retention Amount				
Net Invoice Amount (Less Retention)				
Project-to-Date Expenditure				
Funds Expended to Date (Include this Quarter)				
Total Project Budget				
% of Project Budget Expended to Date				
Balance Remaining				

SECTION 2: GENERAL INFORMATION

PROJECT TITLE: _____

FA #: _____

QUARTERLY REPORT SUBMITTED FOR:

Fiscal Year : ☐ 2014-2015 ☐ 2015-2016 ☐ 2016-2017
 ☐ 2017-2018 ☐ 2018-2019 ☐ 2019-2020

Quarter : ☐ Q1: Jul - Sep ☐ Q2: Oct - Dec
 ☐ Q3: Jan - Mar ☐ Q4: Apr - Jun

DATE SUBMITTED: _____

LACMTA MODAL CATEGORY:

☐ RSTI ☐ Pedestrian ☐ Signal Synchronization
☐ TDM ☐ Bicycle ☐ Goods Movement
☐ Transit

LACMTA Project Manager	Name:	
	Phone Number:	
	E-mail:	

Project Sponsor Contact / Project Manager	Contact Name:	
	Job Title:	
	Department:	
	City / Agency:	
	Mailing Address:	
	Phone Number:	
	E-mail:	

SECTION 3 : QUARTERLY PROGRESS REPORT

1. DELIVERABLES & MILESTONES

List all deliverables and milestones as stated in the FA, with start and end dates. Calculate the total project duration. **DO NOT CHANGE THE ORIGINAL FA MILESTONE START AND END DATES SHOWN IN THE 2ND AND 3RD COLUMNS BELOW.**

Grantees must make every effort to accurately portray milestone dates in the original FA Scope of Work, since this will provide the basis for calculating any project delay. If milestone start and/or end dates change from those stated in the Original FA Scope of Work, indicate the new dates under Actual Schedule below and re-calculate the project duration. However, this does not change the original milestones in your FA. **PER YOUR FA AGREEMENT, ANY CHANGES TO THE PROJECT SCHEDULE MUST BE FORMALLY SUBMITTED UNDER SEPARATE COVER TO LACMTA FOR WRITTEN CONCURRENCE.**

FA Milestones	Original FA Schedule in Scope of Work		Actual Schedule	
	Start Date	End Date	Start Date	End Date
Environmental Clearance				
Design Bid & Award				
Design				
Right-of-Way Acquisition				
Construction Bid & Award				
Ground Breaking Event				
Construction				
Ribbon Cutting Event				
Total Project Duration (Months)				

2. PROJECT COMPLETION

A. Based on the comparison of the original and actual project milestone schedules above, project is (select only one) :

☐ On schedule per original FA schedule

☐ Less than 12 months behind original schedule

☐ Between 12-24 months behind original schedule

☐ More than 24 months behind original schedule

B. Was the project design started within 6 months of the date originally stated in the FA?

☐ Yes

☐ No

☐ Not Applicable

C. Was a construction contract or capital purchase executed within 9 months after completion of design / specifications?

☐ Yes

☐ No

☐ Not Applicable

3. TASKS / MILESTONES ACCOMPLISHED

List tasks or milestones accomplished and progress made this quarter.

4. PROJECT DELAY

If project is delayed, describe reasons for delay (this quarter). Pay particular attention to schedule delays. If delay is for the same reason as mentioned in previous quarters, please indicate by writing "Same as Previous Quarter".

5. ACTION ITEMS TO RESOLVE DELAY

If the project is delayed (as described in #4), include action items that have been, or will be, undertaken to resolve the delay.

SECTION 4: ITEMIZED LISTING OF EXPENSES AND CHARGES THIS QUARTER

All expenses and charges, including grant and local match, must be itemized and listed below. Each item listed must be verifiable by an invoice and/or other proper documentation. The total amounts shown here must be equal to this quarter's expenditures listed on page 1 of this report. All expenses and charges must be reflective of the approved budget and rates as shown in the FA Attachment B, Scope of Work. Use additional pages if needed.

ITEM	INVOICE #	TOTAL EXPENSES / CHARGES	\$ CHARGED TO LACMTA GRANT	\$ CHARGED TO LOCAL MATCH
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
TOTAL				

Notes:

1. Local match spent in each quarter, must be in the appropriate proportion to LACMTA grant.
2. All receipts, invoices, and time sheets, attached and included with this Expense Report must be listed and shown under the Invoice Number column of the Itemized Listing (above).

Invoice Payment Information:

LACMTA will make all disbursements electronically unless an exception is requested in writing.

ACH Payments require that you complete an ACH Request Form and fax it to Accounts Payable at 213-922-6107

ACH Request Forms can be found at www.metro.net/callforprojects.

Written exception requests for Check Payments should be completed and faxed to

Accounts Payable at 213-922-6107.

I certify that I am the responsible Project Manager or fiscal officer and representative of _____
_____ and that to the best of my knowledge and belief the information
stated in this report is true and correct.

Signature

Date

Name

Title

Los Angeles Metropolitan Transportation Authority

2019 Federal Transportation Improvement Program (\$000)

TIP ID **LAF9131**Implementing Agency **Lancaster, City of**

Project Description: Construct 2 miles of new complete streets to alleviate burden to existing arterial network, whilst providing necessary access to existing and proposed medical facilities

SCAG RTP Project #: 1AL04
Study: N/A Is Model: YES Model #: PM: Marissa Diaz - (661) 945-6884
Email: mdiaz@cityoflanasterca.org
LS: N LS GROUP#: Conformity Category: NON-EXEMPT

System : Local Hwy Route : Postmile: Distance: Phase: Environmental Document/Pre-Design Phase (PAED) Completion Date 12/01/2023

Lane # Extd: 0 Lane # Prop: 2 Imprv Desc: Construct 1 lane in each direction, bus turnouts or on-street parking, shared bike lanes, center median, parkway, and sidewalks. CIP mentions at proposed loc.

Toll Rate: n nn Toll Colc Loc: Air Basin: MDAB Envir Doc: DRAFT ENVIRONMENTAL IMPACT REPORT - 0

Uza: Lancaster-Palmdale Sub-Area: Sub-Region: CTIPS ID: EA #: PPNO:

Program Code: CAN66 - NEW CONNECT/CROSS TRA IMP: NRS Stop Loc:

	PHASE	PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	PROG TOTAL
	PE									
	RW									
	CON									
	SUBTOTAL									
CITY - City Funds	PE			\$414		\$0				\$414
	RW			\$1,076		\$0				\$1,076
	CON			\$0		\$6,178				\$6,178
	SUBTOTAL			\$1,490		\$6,178				\$7,668
PC25 - Los Angeles County Proposition "C25"	PE			\$414		\$0				\$414
	RW			\$609		\$0				\$609
	CON			\$0		\$4,240				\$4,240
	SUBTOTAL			\$1,023		\$4,240				\$5,263
	TOTAL			\$2,513		\$10,418				\$12,931
TOTAL PE: \$828			TOTAL RW: \$1,685			TOTAL CON: \$10,418				

- General Comment: RTP Consistency Amendment
- Mdaling Comment: RTP Consistency Amendment
- TCM Comment: Categorically Exempt (CE) upgraded to Environmental Impact Report (EIR)
- Narrative: PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from: "Medical Main Street" to "Construct 2 miles of new complete streets to alleviate burden to existing arterial network, whilst p"
- Changed Environmental Document:
- from "CATEGORICALLY EXEMPT" to "DRAFT ENVIRONMENTAL IMPACT REPORT"
- Changed Current Implementation Status:
- from "No Project Activity" to "Environmental Document/Pre-Design Phase (PAED)"
- CITY - City Funds
 - ▶ Delete funds in FY 18/19 in CON for \$1,490
 - ▶ Add funds in FY 21/22 in CON for \$6,178
 - ▶ Delete funds in FY 20/21 in CON for \$6,178
 - ▶ Add funds in FY 19/20 in PE for \$414 ROW for \$1,076
- PC25 - Los Angeles County Proposition "C25"
 - ▶ Delete funds in FY 18/19 in CON for \$1,023
 - ▶ Add funds in FY 21/22 in CON for \$4,240
 - ▶ Delete funds in FY 20/21 in CON for \$4,240
 - ▶ Add funds in FY 19/20 in PE for \$414 ROW for \$609

Total project cost stays the same \$12,931

Last Revised Amendment 19-03 - SCAG PENDING

Change reason: MINOR CHANGE

Total Cost **\$12,931**

ATTACHMENT E-1 SPECIAL GRANT CONDITIONS

The 2015 COUNTYWIDE CALL FOR PROJECTS Board Report No. 23 dated September 16, 2015 included various projects specific condition imposed by the LACMTA.

- Bicycle and Pedestrian Counts – GRANTEE must collect before- and after- bicycle and pedestrian counts (when applicable and as directed by the Metro Project Manager) on a mid-week day and weekend, excluding winter months. The “after” counts should not be taken until six (6) months after the completion of the project. GRANTEE shall submit bicycle and pedestrian count data and upload the data to the SCAG/Metro Bike County Data Clearinghouse (<http://www.bikecounts.luskin.ucla.edu/>). The methodology for conducting counts is described in “conducting Bicycle and Pedestrian Counts”, a manual jointly produced by the Southern California Association of Governments (SCAG) and Metro. The manual is available at http://www.metro.net/projects/call_projects/.
- GRANTEE is required to coordinate and seek input with Metro Planning and Operations and other municipal operators for any potential effect to transit service as necessary.
- Class I (off-street bike path), Class IV (cycle-tracks), and Class II buffered/protected bicycle lanes and enhanced bicycle boulevards (with physical traffic calming elements on parallel low-volume streets) may be substituted for bike improvements originally included in the scope, and must be pre-approved by the Metro Project Manager. Class III (routes) bicycle facilities without physical traffic calming devices are not eligible for funding.
- If the City chooses to contract with a vendor other than Metro's Bikeshare vendor, they will not be eligible for Operations and Maintenance support unless they agree to the interoperability objectives (including fully participating in a title sponsorship program) outlined in the July 2015 Board Meeting.

**ATTACHMENT E-2
SUSTAINABLE DESIGN ELEMENTS REQUIREMENTS
SPECIAL GRANT CONDITIONS**

1. Grantee shall ensure its Project is in compliance with the LACMTA Sustainable Design Elements Requirements by meeting the following conditions:
 - a. Grantee shall attend the LACMTA-hosted training on sustainable design prior to the initiation of the construction phase. The LACMTA training on sustainable design will be held every Fall. For training details, Grantee shall be responsible for contacting the LACMTA Sustainability Policy Manager.
 - b. Grantee shall develop a Sustainable Design Plan (Plan), for LACMTA review and approval, that contains, at a minimum, the following elements:
 1. A list of the sustainable design elements which will be included in the Project.
 2. A summary description of mitigation measures committed through project environmental review.
 3. A detail description of how the Project's proposed sustainable design elements will achieve either (1) the LACMTA Sustainable Design Performance Metrics ("LACMTA Metrics"), found in Appendix J of the Call for Projects Application; or (2) Alternative Metrics, as defined below. If Grantee desires to use an Alternative Metrics, the Plan must establish the alternative set of performance metrics Grantee intends to use.
 4. A description of how Grantee will achieve each LACMTA Metrics or the Alternative Metrics, as applicable to the Scope of Work.

The "Alternative Metrics" is defined as any alternative metrics that exceeds business-as-usual performance in the following areas: energy and water use; waste reduction; stormwater management; and reduction of urban heat island effects, as applicable to the Scope of Work. Grantee may cite performance metrics from standardized sources including but not limited to LEED, LEED-ND, Envision, and Sites Initiative.

2. Prior to initiation of the construction phase of the Project, Grantee must be found in compliance with the Plan. Grantee's compliance with the Plan can be determined in one of two ways: the LACMTA Sustainability Policy Manager shall determine and certify Grantee's compliance with the Plan or the Grantee must provide written self-certification of compliance to the LACMTA Sustainability Policy Manager with these conditions found in Section 1(b).

3. Grantee shall report on the implementation of the Plan. As part of the Project closeout, Grantee shall certify that the Plan has been completed, with approval from the LACMTA Sustainability Policy Manager.
4. LACMTA's Sustainability Policy Manager Contact Information:
Paul Backstrom
BackstromP@metro.net
(213) 922-2183

FA Attachment F PROJECT READINESS CERTIFICATION

As part of the 2015 Call for Projects, the LACMTA Board of Directors, authorized a grant to GRANTEE for the Medical Main Street (the "Project").

Prior to execution of Funding Agreement for the Project, GRANTEE must assure LACMTA that GRANTEE has taken the necessary steps to ensure that the Project will be appropriately staffed, that the Project will be appropriately funded, and that the Project will be completed in a timely manner.

The undersigned, duly qualified and serving as Development Services Director for the City of Lancaster, certifies that the below Project Readiness actions have been duly authorized and approved by its Governing Authority. The undersigned further certifies that the information submitted herein is true and accurate to the best of his/her knowledge.


 Signature

4/4/19
 Date

- 1) GRANTEE has incorporated the Project into the adopted Capital Improvement Program (CIP). The date the adopted CIP included the Project is set forth below and attached to this Certification is the CIP cover page and the date showing the Project.

Date of Adoption
06/28/16

- 2) GRANTEE hereby commits to provide its Local Match amount accepted by the LACMTA Board as follows:

Metro Grant Amount	Local Match Amount	Total Project Cost
\$ 5,262,742	\$ 7,667,828	\$ 12,930,570

3) GRANTEE hereby commits to the following Staffing Plan for the Project:

Staff Name	Job Title	% Project Responsibility
Marissa Diaz	Capital Program Mgr	10
Sheila Niebla	Senior Civil Engineer	35
Edith Witte	Assistant Engineer	10
Jonathan Robnett	Engineering Tech	10
Michael Livingston	Sr Construction Mgr	35

4) GRANTEE hereby commits to deliver the Project by the Project Lapse Date.

Project Lapse Date: June 30, 2023

5) GRANTEE has submitted all of the foregoing to the Governing Authority of GRANTEE for approval in the date set forth below.

Date of Governing Authority Approval
03/26/19

(Submit Governing Authority Clerk stamped agenda/minutes)



R. Rex Parris Mayor
Marvin E. Crist Vice Mayor
Ken Mann Council Member
Angela E. Underwood-Jacobs Council Member
Raj Malhi Council Member
Jason Caudle City Manager

CITY OF LANCASTER
MINUTE EXCERPT

EXCERPT OF THE RECAP/ UNOFFICIAL MINUTES OF THE MARCH 26, 2019
LANCASTER CITY COUNCIL/SUCCESSOR AGENCY/ FINANCING/POWER/
CALIFORNIA CHOICE ENERGY AUTHORITY MEETING

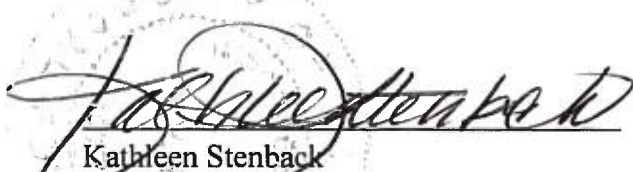
CITY COUNCIL CONSENT CALENDAR

On a motion by Council Member Underwood-Jacobs and seconded by Council Member Malhi, the City Council approved Item No. CC 5, by the following vote: 3-0-2-0; AYES: Malhi, Underwood-Jacobs, Crist; NOES: None; RECUSED: Mann; Parris; ABSENT: None

CC 5. FUNDING AGREEMENT WITH THE LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

Approved the Funding Agreement with the Los Angeles Metropolitan Transportation Authority (LACMTA) for Proposition C Funds in the amount of \$5,262,742.00 for the Medical Main Street Project (Lancaster Health District); and authorized the City Manager, or his designee, to sign all documents

ATTEST:


Kathleen Stenback
Deputy City Clerk
City of Lancaster

Dated: April 3, 2019



Metro

December 10, 2019

Mr. Trolis Niebla
City Engineer
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

Re: Metro Call for Project #F9131 Medical Main Street Project – Request for
Administrative Scope Change

Dear Mr. Niebla:

Thank you for your letter dated November 15, 2019 requesting minor scope revisions to the Metro Board approved Call for Projects (CFP) #F9131 – Medical Main Street Project. The 2015 Metro CFP awarded \$5,262,742 (40.7%) to the Project, with the City of Lancaster (City) providing \$7,667,828 (59.3%) in local match for a total project cost of \$12,930,570.

Based on your letter, the City is requesting several minor modifications to the proposed roadway configuration included in the original scope of work, without changes to the original defined project limits, as follow:

- Moving 17th Street West to the West and renaming it as 18th Street West;
- Terminating the westerly extension of proposed Avenue J-3 beyond 18th Street West;
- Terminating the easterly extension of proposed Avenue J-3 beyond 15th Street West;
- Removing Avenue J-2 and 14th Street West;
- Removing the proposed Roundabout at Avenue J-3 and 13th Street West;
- Straightening the alignment of Avenue J-5 east of 13th Street West; and
- Relocating the proposed roundabout at Avenue J-5 and 13th West to the north.

These roadway revisions would result in a reduction of the total cost of the project by \$1,517,813 from \$12,930,570 to \$11,412,757. This reduction in total project cost results in a reduction of the City's local match from \$7,667,828 to \$6,767,765 and a reduction in Metro CFP programmed funds from \$5,262,741 to \$4,644,992 (reduction of \$617,749).

We have reviewed your request and have determined that the proposed scope changes are consistent with the intent of the original scope of work approved by the Metro Board. We hereby approve the request for the above minor modifications to the

proposed roadway configuration. The reduction of \$617,749 in the CFP funds will be deobligated as part of the 2020 Call for Projects annual Recertification/ Deobligation process. The City will be responsible for any cost overruns.

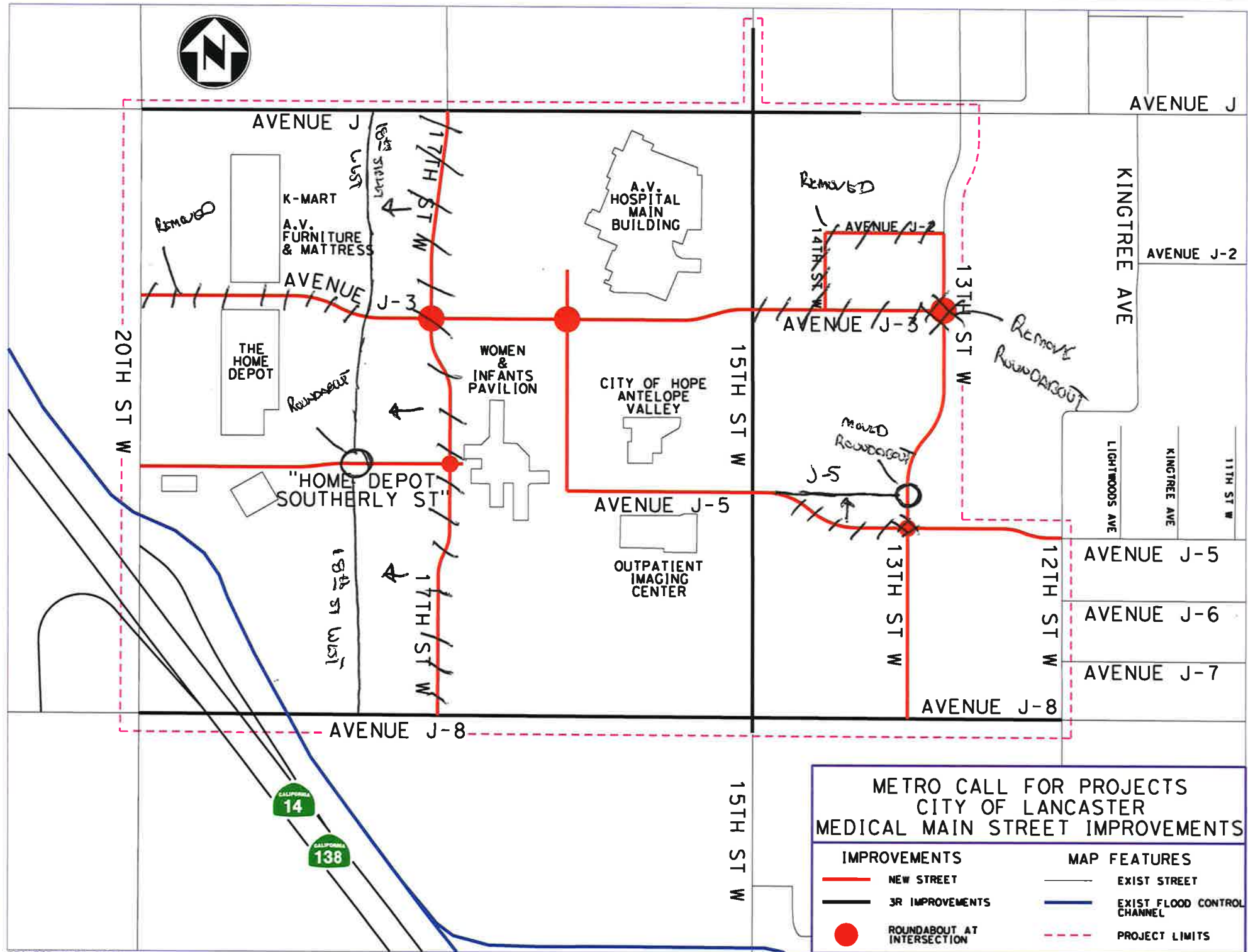
If you have any questions, please contact Matt Abbott, Metro's Project Manager, at 213-922-3071 or abbottm@metro.net.

Sincerely,

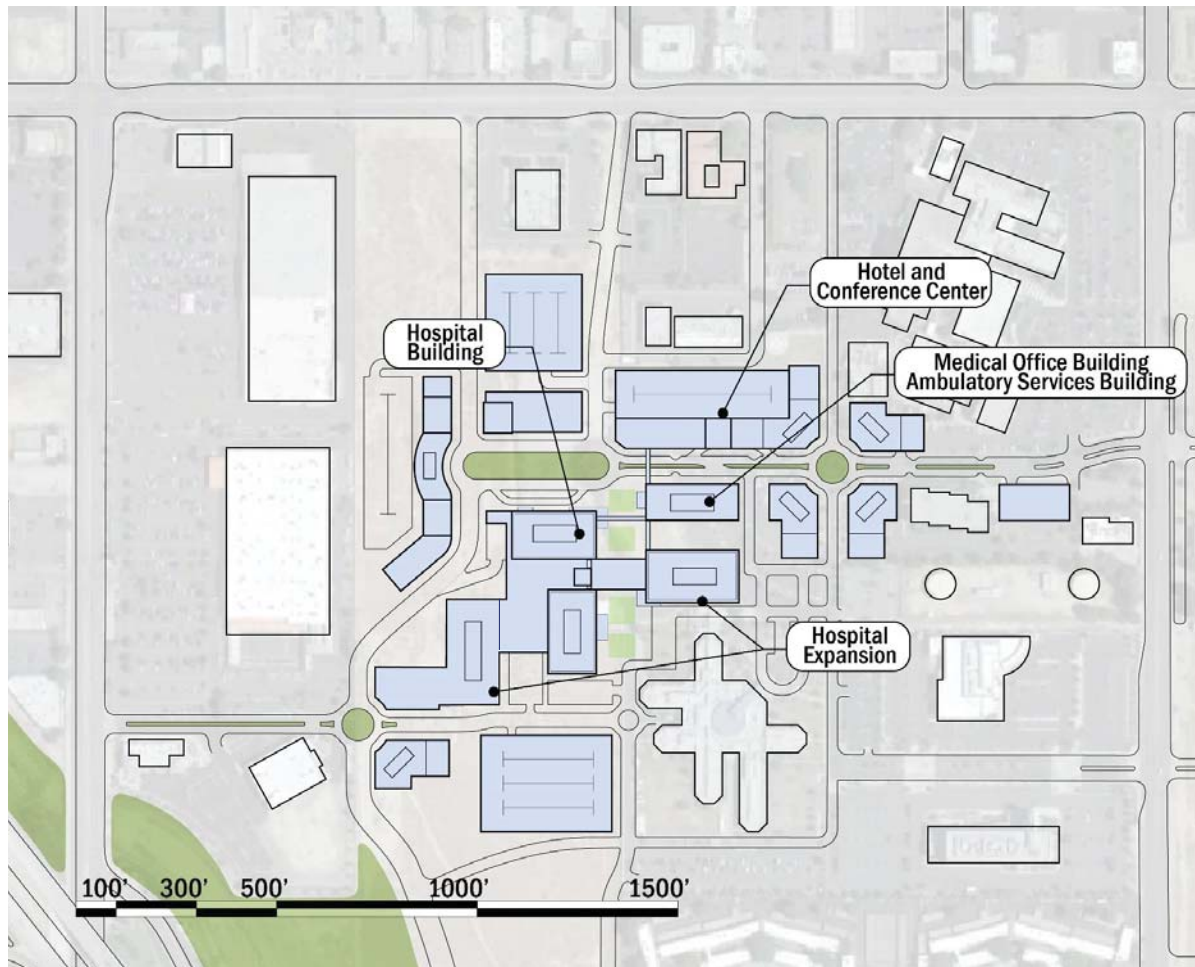


James de la Loza
Chief Planning Officer

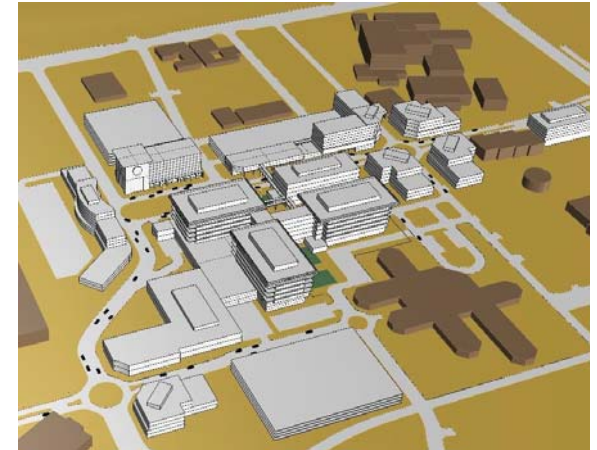
Developer Street Layouts



SITE PLAN - FUTURE BUILD



KHJR - PERKINS EASTMAN CITY OF LANCASTER



PARCEL MAP



Parcel	Area (Acres)	Parcel	Area (Acres)
1	6.3	15	6.6
2	2.5	16	2.3
3	2.3	17	0.5
4	13.2	18	5.5
5	3.8	19	5.6
6	2.3	20	5.5
7	0.7	21	3.4
8	0.8	22	2.7
9	14.8	23	1.6
10	8.6	24	2.0
11	2.4	25	4.1
12	1.7	26	4.3
13	4.2	27	1.6
14	1.9	28	4.2

**Southern California Gas Company
Potholing Policy**



October 30th, 2012

Potholing Policy

This letter is to give notice that within the boundaries of the Antelope Valley District of the Southern California Gas Company, no Vacuum or Air Knife potholing process will be allowed to be made directly over, or next to any of our "Steel Wrapped Pipelines".

We have taken this position because we have found that generally once the compacted earth that surrounds our tar wrapped pipelines has been removed by using this high pressure air movement method, this highly invasive process has a tendency to cause the wrap on our older era pipelines to crack and flake off in varying degrees.

- (1) The vacuuming process of excavating from a very narrow diameter hole down three to four feet in depth to our pipeline does not allow for a thorough full circumference examination of the condition of the wrap on our pipeline.
- (2) If we determine that a wrap repair is needed, the narrow diameter of the inspection hole makes this process virtually impossible.
- (3) If the wrap on a pipeline has been shattered or cracked in any way, and a wrap repair is not made to it, quite usually within two to three years because of our desert soil conditions, a leak will appear where this compromised un-wrapped pipeline was damaged.

In order to perform a proper inspection of our wrapped steel lines, we now require that an excavation that a person can enter must be made over all of these type pipelines. In that way, if wrap repairs need to be made, the entire pipelines circumference can be accessed. That excavation will minimally need to be 4ft long X 2ft wide.

Plastic pipelines can be potholed by using the vacuum process as long as a pointed air knife implement is not used in the process. Thank you for your cooperation.

Daniel D. Shea

A handwritten signature in blue ink, appearing to read "D. D. Shea", written over a horizontal line.

District Operations Manager
Southern California Gas Co.
44416 Division Street, Lancaster Ca 93535
(661) 200-0812

**Template Utility Notification Letters
(A, B and C)**

LETTER A

<<Date>>

<<Name>>

<<Company>>

<<Street>>

<<City>>

Re: (Location)

Project Number – Project Name

Attached please find the:

- Location Map _____
- Proposed Plans _____
- Preliminary Plans _____
- Approved Plans _____

The proposed improvements will involve limited reconstruction of existing roadway, construction of concrete curb/gutter, sidewalk, and driveway, including traffic signing/stripping and the placement of asphalt concrete pavement overlay on _____ for the project limits shown on the enclosed exhibit. The construction is anticipated to begin in the _____ of 20_____. Please provide this office the following information by _____, 20_____.

- Please provide copies of maps showing your existing and/or proposed facilities.
- Please indicate that you do not propose any work within the project limits in a 3-year period following the completion of the project construction

<<Company Name>>

Page 2

Date

UTILITY COMPANY RESPONSE

**Please check all statements that are related to this project,
please sign, and return entire document**

- ☐ We have facilities within the limits of the proposed project.
- ☐ We do not propose to schedule any work on our facilities within the project limits in a 3-year period following the project construction completion.
- ☐ We do not have any facilities within the subject project limits.

For further information regarding the project, please contact _____, _____ (title) at (661) XXX-XXXX.

Sincerely,

<<PROJECT MANAGER>>

<<PROJECT MANAGER TITLE>>

Attachments

cc:

COMMENTS:

Utility Company to sign original to acknowledge receipt and return.

Name/Utility Company

Date

Phone No.

PLEASE NOTIFY THE CITY SHOULD THERE BE A CHANGE IN ADDRESS, TELEPHONE NUMBER, DEPARTMENT, ETC.

LETTER B

<<Date>>

<<Name>>

<<Company>>

<<Street>>

<<City>>

Re: (Location)
Project Number – Project Name

Enclosed please find the:

- Location Map _____
- Proposed Plans _____
- Preliminary Plans _____
- Approved Plans _____

The proposed improvements for this project consist of placement of asphalt concrete pavement overlay of full width of street. Project improvements also include removal and reconstruction of the existing concrete curb and gutter, curb ramp, sidewalk, and cross gutter. The affected work is shown on the attached proposed plans. The construction is anticipated to begin in _____, 20____.

- If your existing and/or proposed facilities are affected by this project, please provide copies of maps & plans showing your existing and/or proposed facilities.
- Please review the attached proposed project plans and comment on the impact the proposed project will have on your existing facilities.
- Please indicate that you do not propose any work within the project limits in a 3-year period following completion of the project construction.

UTILITY COMPANY RESPONSE

**Please check all statements that are related to this project,
please sign, and return entire document**

_____ We have prior rights within the project limits. We will submit the relocation cost estimate as necessary, and the proof of prior rights to your office within 20 days of this letter.

_____ We have facilities within the limits of the proposed project. However, these facilities are not impacted at this time.

_____ We have existing/proposed facilities that will be affected by the proposed project. The impact of the City's project are as follows:

Recommendation(s) to resolve the conflict: _____

If utility relocation is required, the estimated working days to perform the utility relocation is _____.

_____ We will be working on our facilities in the area about the same time as the proposed project. Our work will require coordination with the general contractor (please explain fully on reverse side).

_____ We do not propose to schedule any work on our facilities within the project limits in a 3-year period following the project construction completion.

Please do not proceed with any facility relocations for which you claim prior rights, until proper arrangements have been made with the City.

<<Company Name>>

Page 3

Date

For further information regarding the project, please contact _____, _____ (title) at
(661) XXX-XXXX.

Sincerely,

<<PROJECT MANAGER>>

<<PROJECT MANAGER TITLE>>

Attachments

cc:

COMMENTS:

Utility Company to sign original to acknowledge receipt and return.

Name/Utility Company

Date

Phone No.

PLEASE NOTIFY THE CITY SHOULD THERE BE A CHANGE IN ADDRESS,
TELEPHONE NUMBER, DEPARTMENT, ETC.

LETTER C

<<Date>>

<<Name>>

<<Company>>

<<Street>>

<<City>> <<State>>, <<Zipcode>>

Re: Project Location
PWCP Number – Project Name

Dear <<Recipient>>:

Enclosed for your use are the final, approved plans for <<PROJECT NUMBER>> - <<PROJECT TITLE>>. The following significant revisions to the project schedule or plans have been accomplished since the previous letter sent on <<date of letter>>:

<<SIGNIFICANT REVISIONS>>

Unless otherwise discussed or agreed, we are allowing a maximum of 60 calendar days from the date of this letter for your utility to schedule construction relocations. Please respond in writing within 10 calendar days to confirm this schedule.

For further information regarding the project, please contact _____, _____ (title) at (661) XXX-XXXX.

Sincerely,

<<PROJECT MANAGER>>

<<PROJECT MANAGER TITLE>>

Enclosures

XX:xx

cc:

<<Name>>

<<Date>>

Page 2

COMMENTS:

Utility Company to sign original to acknowledge receipt and return.

Name/Utility Company

Date

Phone No.

PLEASE NOTIFY THE CITY SHOULD THERE BE A CHANGE IN ADDRESS,
TELEPHONE NUMBER, DEPARTMENT, ETC.

**CAD Deliverables
Standard**

Standards for CAD Deliverables

APPROVED FOR RELEASE:

BACKGROUND

The Capital Program Division's Standards for CAD Deliverables is based on the National CAD Standards as preset in AutoCAD Civil 3D by Autodesk, Inc. These Standards serve as a guide to provide consistency in the production of engineering documents, thereby establishing a common language for the design and final construction (as-built) documentation process.

The Standards for CAD Deliverables will apply to all projects, regardless of the project type or improvement site. They will help simplify the transfer of information between engineers, landscape architects and other design team members. They will also reduce preparation time for translation of electronic data files between design team members giving predictable file translation results.

The Standards for CAD Deliverables is a system for organizing and classifying design data.

The Capital Program Division understands that not all project documents will fully conform to these standards, in every respect and detail, and that most projects will include variations; nevertheless, best efforts should be made to meet the standards set herein.

The goal of these standards is to do the following:

- Minimize drawing set-up, review & editing time
- Provide consistency of CAD submissions to the Capital Program Division

Remember, the City of Lancaster owns all CAD work by AGREEMENT:

Ownership of Documents. All plans, specifications, reports, studies, tracings, maps and other documents prepared or obtained by CONSULTANT in the course of performing the work required by this AGREEMENT shall be the property of the OWNER. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this AGREEMENT shall, upon request, be made available to OWNER without restriction or limitation on their use.

SURVEYOR

References herein to "Surveyor" shall be the City Land Surveyor, a separate Survey Consultant providing Mapping and Surveying services to the City of Lancaster, or the Design Consultant (Consultant) if Mapping and Surveying services are included in their Scope of Work.

Survey files, whether provided by the City, Survey Consultant or Design Consultant shall conform to and support the standards herein.

CAD SOFTWARE

The City currently uses AutoCAD Civil 3D 2016 by Autodesk, Inc.; CAD deliverables shall be fully compatible. Verify with city for current version. Microstation is unacceptable. The city is currently not accepting 2017 AutoCAD.

CAD Files shall include all data generated by CAD including point files, horizontal and vertical alignment data, profile data, road templates, assemblies with all subassemblies, digital terrain models and all files necessary to thoroughly review all design elements and/or re-design “in-house”. For additional submittal requirements, refer to the project Scope of Work.

TEMPLATES

At Notice to Proceed (NTP), the Capital Project Manager (PM) shall provide a zip file containing the latest CAD templates, DRAFTING folder structure, pen settings, etc. as well as project number, current version of AutoCAD in use, current version of Windows in use and, as applicable, survey files from City Land Surveyor/Survey Consultant.

CONTACTS

These Standards for CAD Deliverables have been prepared by the Development Services Department Capital Program Division of the City of Lancaster. For comments, questions and other requests please email:

Tom Aranda

taranda@cityoflanasterca.org

Edith Witte

ewitte@cityoflanasterca.org

STANDARDS

1.0 GENERAL REQUIREMENTS

- All information described in project requirements shall be included in the electronic data deliverables.
- All deliverables are to be provided on pre-approved Windows compatible data storage devices (DSDs), i.e. CD-ROMs, DVDs, or USB Flash Drive(s).
- All files are to be copied directly to the data storage device. No compression or archive utilities are allowed.
- The Consultant is responsible for retaining the electronic data until final written acceptance from the Capital Program Division has been issued.
- ***Electronic data deliverables are required with all hardcopy submittals.***

2.0 REQUIRED DOCUMENTATION

The deliverable package shall include:

- Properly labeled pre-approved data storage device(s) containing
 - CAD drawing files

- Supporting documentation and files
 - soft copy text file (Microsoft Word) of the file descriptions
 - PDF versions of all files
- 8 1/2"x 11" hard copy print out of the file descriptions

2.1 DATA STORAGE DEVICE LABELING

All data storage devices are to be labeled as follows:

- PROJECT NUMBER: PWCP, IB, CDP, etc.
- ACCOUNT CODE: 7 digit account code
- PROJECT NAME: As listed on the Title Sheet
- DATE: The date when the submittal was delivered to the Capital Program Division.
- SUBMITTAL: Project submittal phase (i.e. 30%, 60%, 90% 100%, "Mylar", etc.)
- AUTOCAD VERSION: Auto CAD version.
- WINDOWS VERSION: Windows version.
- COMPANY: Name of Firm
- CONTACT AND PHONE NUMBER: Contact and Phone Number of Consultant Project Manager.
- DSD: DSD Number. Label as DSD x of y. When only a single DSD is used for the submittal, label as DSD 1 of 1.

2.2 FILE DESCRIPTIONS

Each DSD is to be accompanied by a list of all files included in the submittal, indexed by DSD Number, with file descriptions, on an 8 1/2"x11" hard copy print out, and a soft copy text file, in Microsoft Word format.

Working files using reference files are to itemize all applicable reference files and layers.

Include all information to be on DSD label(s), at the top of each list, and number pages (Page x of y).

3.0 REQUIRED DATA

CAD Files shall include all data generated by AutoCAD Civil 3D including point files, horizontal and vertical alignment data, profile data, road templates, assemblies with all subassemblies, digital terrain models and all files necessary to thoroughly review all design elements and/or re-design "in-house". For additional submittal requirements, refer to the project Scope of Work.

All drawings shall include a PLOT STAMP with date printed, file name, and tab name information as a minimum.

Include ALL drawings included in the hard copy submittal, including any standard in the CD-ROM sheets (i.e., abbreviation sheets, standard symbol sheets, etc.) necessary for a complete document set.

Include ALL files, both graphic and non-graphic, required for accessing and using the project submittal drawings (e.g., color tables, pen tables, plot files) in the CD-ROM.

A PDF version of all hard copy submittals shall also be included on the CD-ROM of deliverables.

3.1 FILE TYPES

Both text and graphic type files will be included in the electronic data deliverables.

3.1.1 TEXT FILES

File descriptions are to be saved in Microsoft Word text format. Specifications shall be delivered in Microsoft Word format. Contact the Capital Program Division to determine the latest acceptable version of the file format.

3.1.2 DRAWING FILES

There are two distinct types of CAD files addressed in these standards: sheet files and model files.

A model file contains the physical components of a project. Model files are drawn at *full scale (1:1)* and typically represent plans, profiles, sections, etc. Units are to be set to Decimal Feet at precision factor 0.00. Angle units are to be set to Decimal Degrees at precision factor 0.00. Insertion units for blocks and Xrefs are to be set to Feet.

A sheet file is synonymous to a plotted CAD drawing file. A sheet file is the selected view of the model file(s) at a particular scale ratio (i.e. 1:40, 1:20, etc.) within a border sheet. **A sheet file is a ready-to plot CAD file.**

Sheet file shall be created with AutoCAD Paper Space.

3.2 FILE INFORMATION

All information included in hard copy submittals shall be included in electronic data deliverables.

Drawings relying on reference files are to include a list of dependent reference files on the title block. Any reference files or block files pertinent to the content of the working file are required data and are to be included on the File Description.

3.3 FILE FORMAT

All submittals shall incorporate good drafting practices and organize information clearly and systematically.

Examples of acceptable organization of drawing information may be requested from the Capital Program Division.

FILE SIZE, ORGANIZATION AND MANAGEMENT

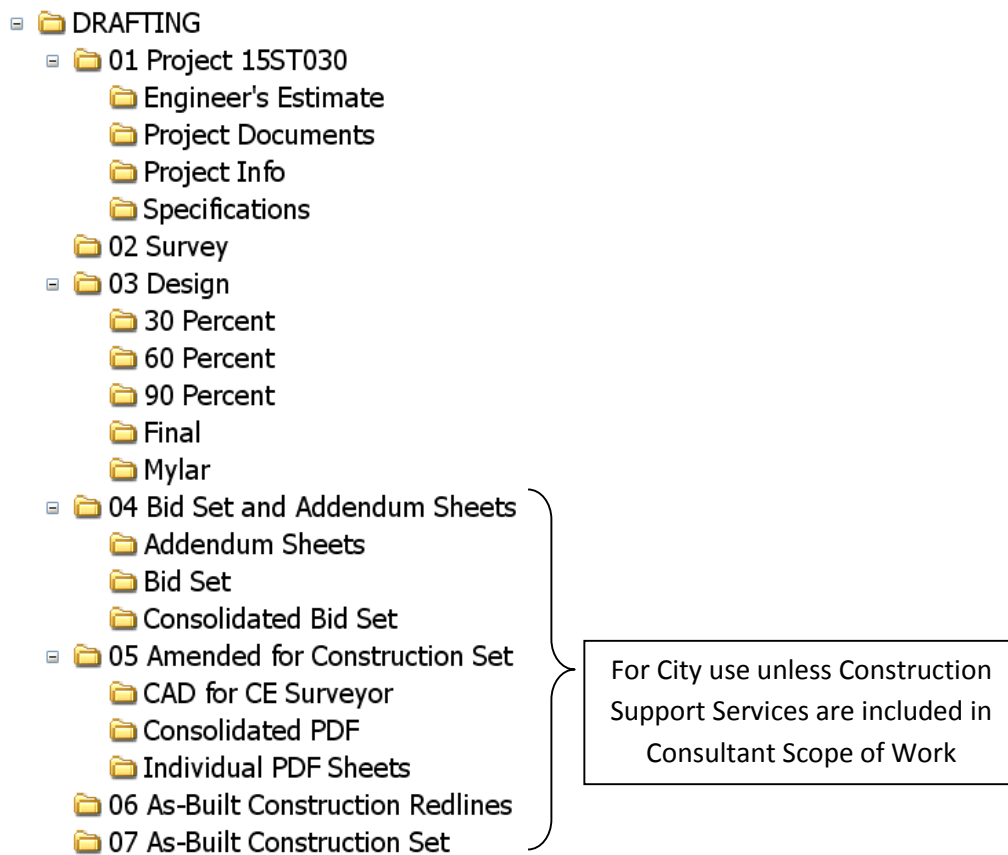
3.4.1 GENERAL

It is the responsibility of the Consultant to organize drawing information coherently and to maintain reasonable file sizes. See Section 3.8 for CAD file naming and additional file organization and management standards.

All of the engineering drawing files *for each phase* (60 Percent, 90 percent, etc.) of the project are to reside in the same folder, including all xref files.

3.4.2 PROJECT DIRECTORY STRUCTURE

The latest DRAFTING folder structure will be included in the Templates zip file sent at NTP. Below is the directory:



3.4.2 ITEMS PROVIDED BY THE CITY

The City Project Manager (PM) shall provide City as-builts, reports, studies, and other files in the 01 Project 15ST030 (where 15ST030 is the CIP account code) Project Documents and Project Info folders. The Consultant shall store any other Project Documents and Project Info in these folders as well.

3.4.3 SURVEY

The Surveyor will provide at least three CAD files in the 02 Survey folder:

1) **The Original Ground Topographic Survey Map with Surface.** This file will be named with a Survey tracking number such as 15ST030_TOPO (where 15ST030 is the CIP account code). The Consultant shall copy this file to the Survey folder under Working Files and rename it 15ST030_EXT0. This file becomes the project working topo file. It is the Consultant's responsibility to ensure that the working file reflects the current file provided by the Surveyor. This 15ST030_EXT0 file should be xrefed into the Plans as required.

2) **The Legal Road Centerline.** This file will be named with a Survey tracking number such as 15ST030_EXCL2. This file shall be copied to the Survey folder under Working Files and renamed to 15ST030_EXCL to create the project working centerline file. It is the Consultant's responsibility to ensure that the working file reflects the current file provided by the Surveyor. This centerline alignment may consist of one or more road survey (RS)

alignments attached together to form one continuous alignment stationed from the start of the project to the end.

3) **Existing Right-of-Way.** This file will be named with a Survey tracking number such as 15ST030_EXRW2. This file shall be copied to the Survey folder under Working Files and renamed to 15ST030_EXRW to create the project working right-of-way file. It is the Consultant's responsibility to ensure that the working file reflects the current file provided by the Surveyor and any additional dedications acquired during design.

3.4.4 CAD FILES

Most of the drawing files can be classified as Working Files, Master Files, Scratch Files or Mylar Files.

Working Files are the "live" files in which design occurs. Examples of working files include the topo (EXT0) and road centerline (EXCL) and proposed planimetric design with geometric alignments (PRPN). Working files are named in accordance with Section 3.8 herein.

Working Files represent multiple features that are referenced to an established or assumed coordinate system. Do not use any commands that will alter the origin of the design model.

Surveyors will provide the EXT0 and EXCL files and the EXRW file(s) as noted in Section 3.4.3.

The Consultant will extract the surface(s) and alignment(s) from the files provided by the Surveyor, merge them into the initial PRPN working file and place it in the appropriate working folder. The Consultant will prepare the EXUT file from plans provided by the various utility companies. Each utility is to be on a unique layer. If the same utility is supplied by multiple owners, the layer names are to reflect the owners' names.

In general, design work and station references shall be with respect to the working centerline file 15ST030_EXCL (where 15ST030 is the project account code).

Master Files are copies of all working files and supporting documents *at a particular submittal*. For example, Changing Design Phases – 60% to 90%:

After the 60% submittal of the project is completed and work is to begin on the 90% submittal the following applies.

- Place PDF files of all 60% CAD design documents in: DRAFTING\03 Design\60 Percent\Plans
- Copy all Working, Scratch and other required support CAD files from DRAFTING\03 Design\60 Percent to DRAFTING\03 Design\90 Percent
- ZIP all 60% CAD files into a single .zip file: DRAFTING\03 Design\60 Percent\Plans\DWG\15ST030_60 Percent.zip

The 60% PDFs and the 60% zip files have then become the 60% "Master" Files. This process shall be repeated for all submittals required in the Scope of Work.

"Scratch" Files have no particular naming convention. At the completion of the project phase (30, 60, 90, 100, etc.) all scratch (and backup) files shall be deleted unless needed for the subsequent phase.

"Mylar" Files are the construction plan files that are *plotted* for inclusion in the construction plan bid set. Each construction plan is a compilation of working files, including title block (TB). The Mylar File construction

plan sheets are essentially a window through which the working file details are displayed. Typically, the City includes these files as layout tabs in the Working File. If the complexity or project type warrant, these sheets may be separated into their own files.

3.5 COPY AND COMPRESS FORMAT

Files shall be copied directly to the pre-approved digital storage device. **No compression or archive utilities are allowed.**

3.6 REFERENCE FILES

Drawings using reference files are to list referenced files on the title block layer. This list will give an account of dependent files for the complete document. This information will also be added to the file description for working files, refer to section 2.2. In all submittals reference files shall be located in the same directory as the dependent files.

3.7 DOCUMENT FILE FORMAT

As noted in Section 3.1.2, each hard copy submittal sheet shall have a corresponding plot ready electronic CAD drawing sheet file created with AutoCAD Paper Space. Plotting shall be set to plot a view named "plot", at the correct scale, to match the hard copy submittals.

Each hard copy submittal sheet shall also have a corresponding electronic PDF version of the sheet included with the CAD deliverables.

3.8 FILE NAMING

All files included in the electronic data deliverable package will conform to a logical file naming convention. Capital design projects may consist of multiple drawing files that require file naming management.

Typically, Capital project design files can be contained in a single Civil CAD file; however, if there is significant work by other disciplines, then Capital will generally separate the CAD files by discipline. The standard construction file naming convention is as follows: The (7) digit project account code, an underscore character (_), followed by a short description, for example: 15ST030_Civil, 15ST030_TSM, 15ST030_SS, 15ST030_TTCP, 15ST030_LMD, 15ST030_ELEC, etc).

Although not preferred, if the project type and/or complexity of the project warrant, every sheet may be separated into its own file. The standard construction file naming convention would then be as follows: The (7) digit project account code, an underscore character (_), followed by the discipline and sheet number, for example: 15ST030_Project Title, 15ST030_Civil Sheet 1, 15ST030_Civil Sheet 2, 15ST030_TSM Sheet 1, 15ST030_LMD, etc). If this is the case, a WORD file listing the File Name, Sheet Title and Cumulative Sheet Number, will be saved in the file folder for ease of reference, for example:

File Name	Sheet Title	Cumulative Sheet No.
15ST030_Project Title	Title Sheet	1
15ST030_Civil Sheet 1	Typical Cross-Sections	2
15ST030_Civil Sheet 2	Street Improvement Plan and Profile	3

	30 th Street West from Avenue K-4 to Avenue K-8	
15ST030_Civil Sheet 3	Median Profile	4
15ST030_Civil Sheet 4	Street Improvement Details	5
15ST030_ELEC Sheet 1	LS-3 Rate Schedule Street Light Layout 30 th Street West from Avenue K-4 to Avenue K-8	6
15ST030_ELEC Sheet 2	LS-3 Rate Schedule Street Light Details	7
15ST030_TSM Sheet 1	Traffic Signal Modification 30 th Street West and Avenue K	8
15ST030_TTCP Sheet 1	Traffic Control Title Sheet	9

Working files of existing features are preceded by “EX” (e.g. EXTO, EXCL, EXRW) whereas working files for proposed features are preceded by “PR” (e.g. PRPN, etc). The following are standard working file names and descriptions. Once a project is started the working files shall not be renamed. In the following example, the project number is 15ST030.

15ST030_EXRW	Existing Right of Way
15ST030_EXCL	Existing Survey Centerline
15ST030_EXTO	Existing Topographical map
15ST030_EXUT	Existing Utilities
15ST030_PRPN	Proposed Planimetric
15ST030_PROF	Profiles
15ST030_SECT	Sections
15ST030_CORR	Corridors
15ST030_SURF	Surfaces

Templates provided are set up assuming the project construction files can be contained in a single by discipline CAD file(s) (not by sheet). The template is a guide and it is the Consultant’s responsibility to organize and manage files in a manner appropriate for the project and consistent with these standards.

Invalid Characters for File and Subfolder Names

File and subfolder names shall not include any of the characters in the table below.

tilde (~)	braces { }	slash (/)
number sign (#)	backslash (\)	plus sign (+)
percent (%)	colon (:)	pipe ()
ampersand (&)	angle brackets (< >)	quotation mark (")
asterisk (*)	question mark (?)	Multiple Periods (..)

In addition, file and subfolder names shall not *start* with an underscore (_) character and shall not *start* and/or *end* with a period (.) character.

4.0 DRAWING FORMATS & GRAPHICS

Sheet border, title block, consultant's stamp, logos and all other components of the working drawing sheet shall be located in "Model Space" and inserted as a block or X-Reference into paper space using **0.0 on the x,y coordinate**.

All graphic representations of the project or facility and all related notes, dimensions, symbols, etc., shall be constructed in model space.

STANDARD COORDINATE SYSTEM AND DATUM

4.1.1 STANDARD HORIZONTAL COORDINATE SYSTEM AND DATUM

The mapping coordinate system shall be based upon ground measurements.

At least two prominent historical survey control points (section corners, centerline intersections, etc) shall be located on the California Coordinate System of 1983, Zone 5, in US Survey-Feet. The grid coordinates (followed by the word "Grid") and elevation of these two points shall be labeled on the drawing along with the Datum, Datum Tag, Epoch Date, and Combination Factor. The accuracy of the points shall be +/- 0.1' at the 95% confidence level. Deviations from this standard must be requested and approved in writing.

4.1.2 STANDARD VERTICAL DATUM

All elevations shall be based upon the elevation datum utilized by the City, currently the North American Vertical Datum of 1988 based upon the Los Angeles County Bench Mark System – Lancaster 2012 Adjustment. Benchmark(s) shall be physically tied to and their full descriptions noted on the drawing. Deviations from this standard must be requested and approved in writing.

4.2 DRAWING FILES

Template drawing files and symbols shall be utilized. These may include but are not be limited to; typical title sheets, formatted drawing files, drawing symbology and other blocks. When blocks contain attributes, all relevant attribute fields are to be filled out.

4.3 STANDARD SHEET SIZES AND FORMATS

All sheet sizes are to be limited to standard formats. Required sheet size is specific to each project and is under the discretion of the Capital Program Division.

They are as follows:

A Sized Plot	8-1/2" x 11"
B Sized Plot	11" x 17"
Arch D Sized Plot	24" x 36"

The preferred sheet size is ARCH D Sized Plot 24"x 36".

4.4 GRAPHICS

All graphic entities shall be comprised of representational and geometrically accurate entities. e.g. a circle shall be represented by circle entity and NOT a visually equivalent collection of line segments.

Continuous linear elements such as contour lines, or curb lines, shall be constructed with polylines. Items shown in a dashed line type shall be created with the L1NETYPE feature and NOT by individual line elements.

4.4.1 TEXT

Plan view of all projects shall be in uppercase text. Placement of text shall read from left to right and shall not break line work or shapes and shall not interfere with other text or annotations.

4.4.2 SPECIAL ENTITY REQUIREMENTS (BLOCKS)

Common symbols, street signs, equipment, etc., shall be blocks. All created blocks need to have a 0.0 insertion point and created on layer 0. Consultants shall use predefined symbols and blocks when provided by the Capital Program Division.

Entities to be shown as blocks:

- Street Signs/Street Lights/Traffic Signals
- Utility Covers (manholes, valves, vaults, etc.)
- Equipment (package pumps, backflow preventer, etc.)
- Drawing Symbols and Legends

4.4.3 RASTER GRAPHICS

Raster files shall not be used to represent the project geometry. Other drawings shall not be scanned and inserted as raster files. Raster files may be used for the incorporation of existing condition photos or similar applications. Any raster file included in a drawing shall be placed on its own layer and named accordingly.

4.4.4 DESIGN ELEMENT NAMING

Alignments: Alignments shall be named based on the centerline and offset. When all improvements are within the limits of an existing road survey (RS) alignment, most projects, the alignments shall be named based on the RS number, for example RS2310-L-EP, RS2310-RTC. Where centerline alignment provided by the Surveyor includes multiple RS numbers, alignments should be named using simply EXCL, for example EXCL-R-EP, EXCL-L-TC, etc.)

Note that proposed changes to the centerline will either be a new road survey (example RS2310-1) or simply a construction centerline. Check with City Land Surveyor to see if a new road survey is justified, and if so utilize the new RS number in alignments (example RS2310-1-REP). If the new centerline alignment is simply a construction centerline then name it as PRCL and offsets as PRCL-R-EP etc. Note that all proposed centerlines must tie into the existing road survey alignment with station equations at each join point.

<u>Alignment Name</u>	<u>Alignment Description</u>
RS12345	Centerline Alignment for Main Street RS 12345
RS12345-L-TC	RS 12345 left top of curb
RS12345-R-HP	RS 12345 right hinge point
RS12345-L-DWY-44+11	Alignment for Driveway at RS12345 Left @ Sta. 44+11

Alignment abbreviations:

SC	Saw Cut Line
LG	Lip of Gutter
FL	Flowline
TC	Top of Curb
FW	Front of Walk
BW	Back of Walk
HP	Hingepoint

In addition to alignments, section line groups should also follow the 'RS' naming convention.

Surfaces: Surface names should provide sufficient information to discern what the surface represents. Avoid abbreviations that others involved in the project may not be able to fully decipher. Include 'top' or 'datum' at the end of the surface name.

4.4.5 COGO POINT NUMBERING STANDARD

Point numbers are to be generated using the following guidelines:

Points 1-999	Boundary and Control Points
Points 1000-9999	Topography Points
Points 10000-14999	Staking and As-Built Points
Points 15000 and up	Design

4.5 DIMENSIONING

All dimensions shown in the project submittals shall be fully associative; the intent is that dimensioning automatically updates when geometry is resized. Dimension definition points should be located with an appropriate Object Snap (End Point, Mid Point, etc.) or otherwise located precisely on the project geometry. Manual input of dimension text or otherwise overriding the actual dimensions is NOT acceptable.

4.6 FILL AND HATCH PATTERNS

Use of hatch patterns should be limited to avoid unnecessarily large files. See attached preferred hatch styles. All Consultants are responsible for keeping files sizes within reasonable limits.

4.7 LINE WEIGHTS AND PEN ASSIGNMENTS

Drawings should be graphically clear and legible. In general, Consultant shall use COLSTD.ctb pen setting on all drawings, see attached. Although best efforts have been made to develop a simple and easy to use template, the Consultant is responsible for the production and appearance of their hard copy submittals.

5.0 BASE PLAN AND LAYERING

The “Base Plan” should consist of existing right-of-way lines, parcel lines, APN Numbers, etc. that are unlikely to be modified or items that are to remain fixed on a site and will need to appear on multiple sheets. The Base Plan should be constructed in model space and should be EX-REFERENCED into all drawings so that corrections to the Base Plan automatically update on the linked sheets.

The current layer standards in use by the Capital Program Division are a simplified reflection of the National CAD Standards layering convention. Basic layers are included in the template drawing. The goal is to limit excessive use of layers. In order to facilitate the review of, and revisions to drawings, additional layers may be included as needed but should follow the format used in the template.

Only applicable layers are to be used. Blank layers are not to be included in the electronic data deliverables. If reference files are used, please refer to section 3.6.

Graphic indicators for text and notes, e.g., header line and arrowheads for a note, shall be located on the same layer as the corresponding text.

Graphic representations of related items shall be located on a single layer even when indicated on different drawings, e.g. planter walls could be properly shown on L-WALL or L-PLANTERWALL, not both; C-Valves is the only acceptable layer for indicating a valve cover in all disciplines, Landscaping Plans, Street Lighting Plans, etc.; by the same logic E-STLT is the only acceptable layer for indicating a street light in the civil drawings.

Major group headings shall define the layer's discipline as follows:

- A = Architectural
- C = Civil
- E = Electrical
- F = Fire Protection
- L = Landscape
- M = Mechanical
- P = Plumbing
- Q = Communications
- S = Structural

The organization of layer names by discipline is merely a convenience to aid in finding the appropriate layer and not always required for every project. Use shall be determined based on complexity of the project, whether all drawings will be in one CAD file or separated by discipline, and type of project.

PEN SETTINGS

COLSTD.CTB

RED .0

YELLOW .10

GREEN .15

CYAN .25

BLUE .35

MAGENTA .50

WHITE .60

GREY 254 =.25

GREY 253=.25

GREY 252=.25

GREY 251=.25

CITY OF LANCASTER

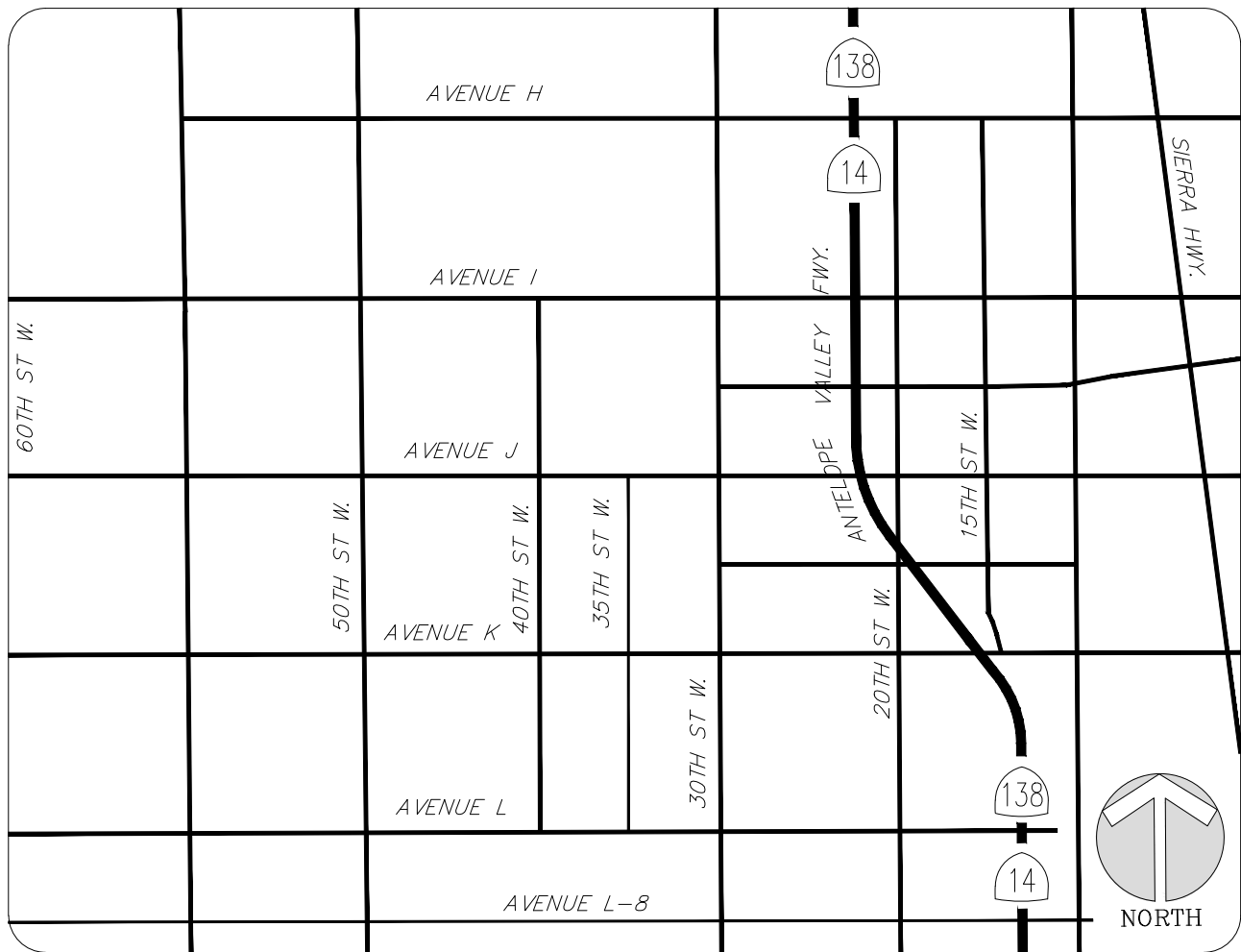
PUBLIC WORKS CONSTRUCTION PROJECT NO. XX-XXX

STREET IMPROVEMENTS AVENUE J AND 35TH STREET WEST

INDEX OF SHEETS

SHEET 1	TITLE SHEET
SHEET 2	35TH STREET WEST
SHEET 3	AVENUE J
SHEET 4	SIGNING AND STRIPING
SHEET 5	TRAFFIC CONTROL

VICINITY MAP
N.T.S.



PROJECT LOCATION

LEGEND

	- BACK FLOW PREVENTER		- PILASTER		- EASEMENT LINE
	- BOLLARD		- POST INDICATOR VALVE		- RIGHT OF WAY LINE
	- DRAIN INLET		- POLE - GUY		- FLOWLINE
	- FIRE DEPARTMENT CONNECTION		- POLE - LIGHT		- GROUND BREAKLINE
	- FIRE HYDRANT		- POLE - TRAFFIC SIGNAL		- SLOPE
	- GUY-ANCHOR		- POLE - UTILITY		- CONTOUR LINE
	- HOSE BIB		- UTILITY RISER - TYPE SPECIFIED		- CURB AND GUTTER
	- GAS METER		- SEWER CLEAN OUT		- CENTERLINE
	- WATER METER		- SIGN		- PROPOSED EDGE OF PAVEMENT
	- TELEPHONE MANHOLE		- DOUBLE POST SIGN		- EXISTING EDGE OF PAVEMENT
	- FIBER OPTIC CABLE MANHOLE		- TREE		- CHAINLINK/BARBWIRE FENCE
	- STORM DRAIN MANHOLE		- SPOT ELEVATION		- POST FENCE
	- SEWER MANHOLE		- GAS VALVE		- WOOD FENCE
	- CABLE TV PULLBOX		- IRRIGATION CONTROL VALVE		- CABLE TV
	- COMMUNICATION PULLBOX		- VALVE-UNKNOWN PURPOSE		- COMMUNICATIONS
	- ELECTRIC PULLBOX		- WATER VALVE		- ELECTRIC
	- GAS PULLBOX		- CONTROL POINT		- FIBER OPTIC CABLE
	- TRAFFIC SIGNAL PULLBOX		- LEADERED SPOT ELEVATION		- IRRIGATION
	- WATER PULLBOX		- SPOT ELEVATION		- NATURAL GAS
	- TELEPHONE PULLBOX		- CONCRETE SURFACE		- SANITARY SEWER
			- FOUND MONUMENT AS NOTED		- STORM DRAIN
					- TRAFFIC SIGNAL
					- WATER
					- OVERHEAD WIRE
					- WALL
					- SAWCUT

REVIEWED BY:	DATE
APPROVED BY:	DATE

CONSTRUCTION NOTES

- CONSTRUCT 4" THICK A.C. PAVEMENT TYPE PG 70-10 ON 6" THICK AGGREGATE BASE.
- COLD PLANE EXISTING A.C. PAVEMENT MIN. 1.5" THICK AND OVERLAY WITH NEW PAVEMENT.
- CONSTRUCT THICKENED EDGE PAVEMENT PER DETAIL ON SHEET 2.
- CONSTRUCT CURB RAMP PER APWA STD. 111-3, CASE A, TYPE 3 MODIFIED INCLUDING DETECTABLE WARNING DEVICES
- GRADE TO DRAIN.
- CONSTRUCT 6" A.C. DIKE PER APWA STD. PLAN NO. 120-1

PAVEMENT HATCHING

AC PAVEMENT

COLD PLANE

SAW CUT

BENCH MARK ELEV.= 2,443.981

AVENUE L-8 AND 30TH STREET WEST
COUNTY BENCHMARK # 384 AT AVENUE L-8
AND WEST 30TH STREET C.L. INTERSECTION,
LANCASTER QUAD 1998 ADJ.



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PLANS PREPARED UNDER THE SUPERVISION OF
MARISSA DIAZ FOR THE CITY OF LANCASTER

SENIOR CIVIL ENGINEER R.C.E. NO. C06782

REVISIONS

REVISED BY DATE
APPROVED DATE

REVISED BY DATE
APPROVED DATE

REVISED BY DATE
APPROVED DATE

CITY OF LANCASTER

PEDESTRIAN ACCESS IMPROVEMENTS

TITLE SHEET

GENERAL NOTES; VICINITY MAP
CONSTRUCTION NOTES; SHEETS INDEX
SYMBOL LEGEND; TYPICAL CROSS SECTIONS

PWCP NO. 09-003

SHEET 1 OF 3 SHEETS

CUMULATIVE SHEET 1 OF 5 SHEETS

CHECKED BY:	_____	DATE
REVIEWED BY:	_____	DATE

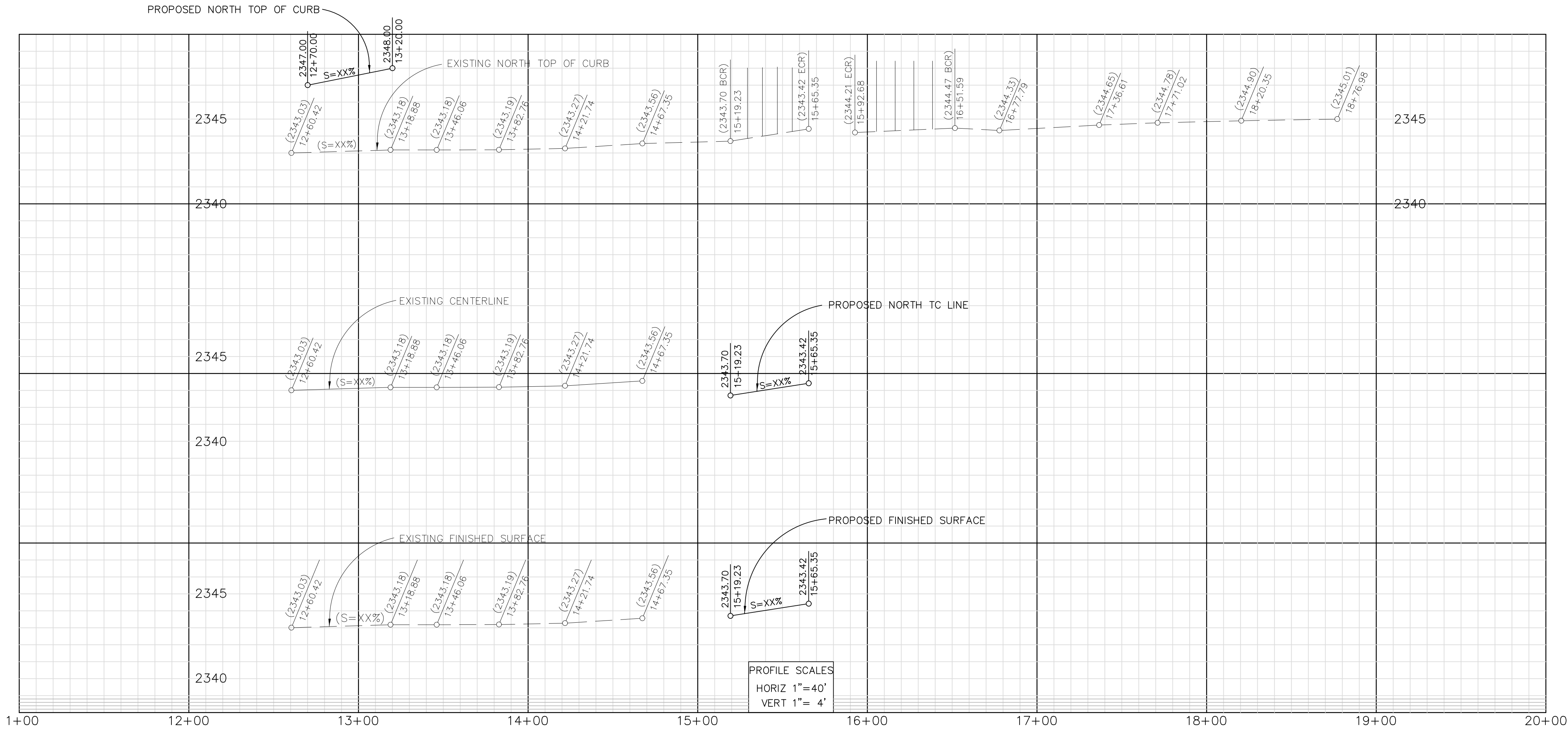
BENCHMARK NEEDED ON SHEETS WITH ELEVATIONS



PLANS PREPARED UNDER THE SUPERVISION OF MARISSA DIAZ FOR THE CITY OF LANCASTER	
_____	_____
SENIOR CIVIL ENGINEER	R.C.E. NO. C66782

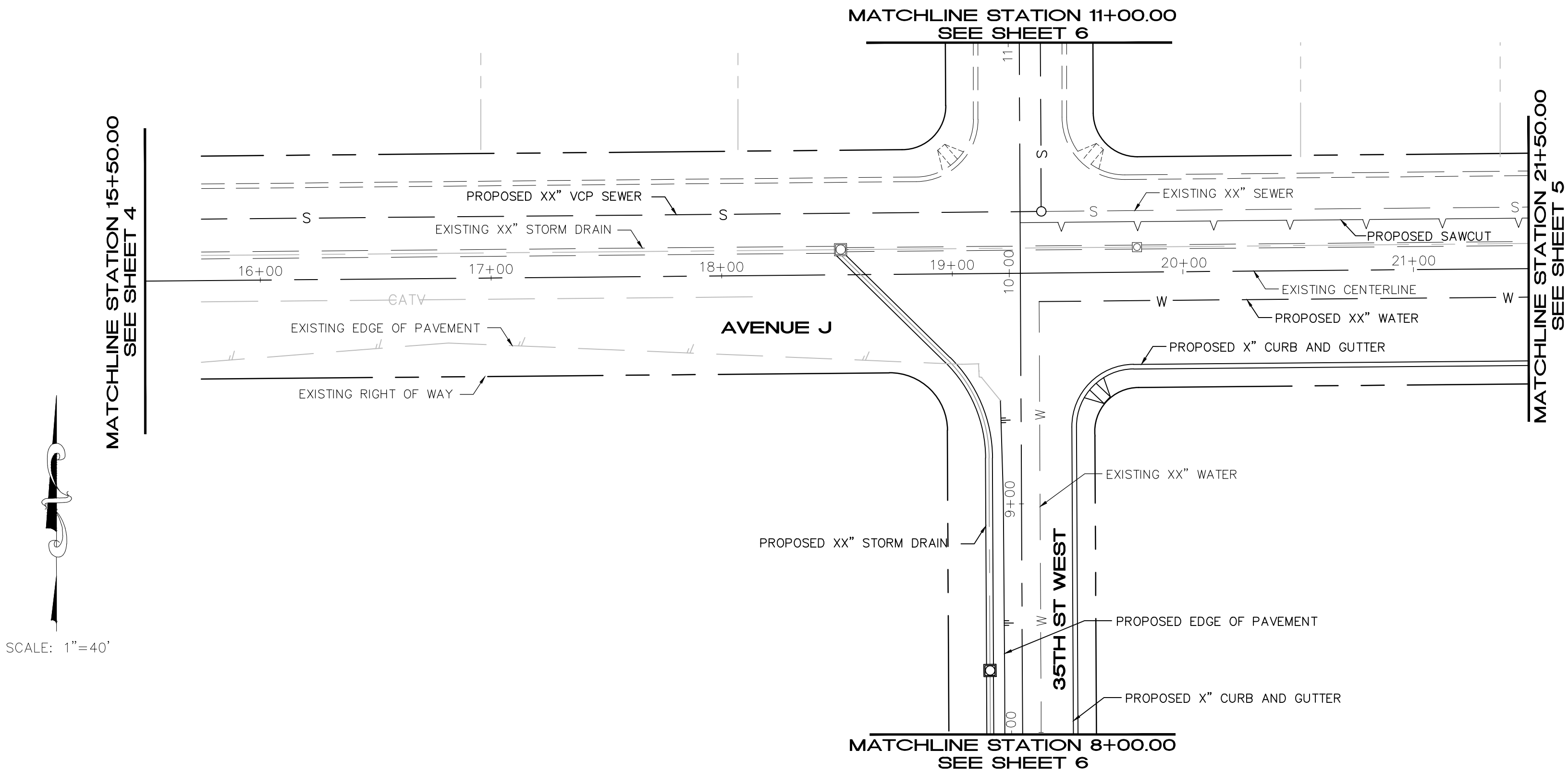
REVISIONS					
REVISED BY _____		DATE _____		REVISED BY _____	
APPROVED _____		DATE _____		APPROVED _____	

CITY OF LANCASTER		
PEDESTRIAN ACCESS IMPROVEMENTS		
35TH STREET WEST STA. XX+XX.XX TO STA. XX+XX.XX		
PWCP NO. XX+XXX		SHEET 2 OF 3 SHEETS



CHECKED BY: _____ DATE _____

REVIEWED BY: _____ DATE _____



BENCHMARK NEEDED ON SHEETS WITH ELEVATIONS



PLANS PREPARED UNDER THE SUPERVISION OF
MARISSA DIAZ FOR THE CITY OF LANCASTER

SENIOR CIVIL ENGINEER R.C.E. NO. C06782

REVISIONS			
REVISED BY	DATE	REVISED BY	DATE
APPROVED	DATE	APPROVED	DATE

CITY OF LANCASTER		
PEDESTRIAN ACCESS IMPROVEMENTS		
AVENUE J STA. XX+XX.XX TO STA. XX+XX.XX		
PWCP NO. XX+XXX		SHEET 3 OF 3 SHEETS

EXHIBIT 1-B: SCOPE OF SERVICES

INTRODUCTION

On April 1, 2020, the City executed a Task Order for Design Services with Kimley-Horn and Associates, Inc. (KHA).

Under this Additional Authorization No. 1, the Consultant (or Sub-Consultant) shall provide additional traffic analysis services for design services for the Lancaster Health District (LHD), formerly Medical Main Street), Project ID# F9131.

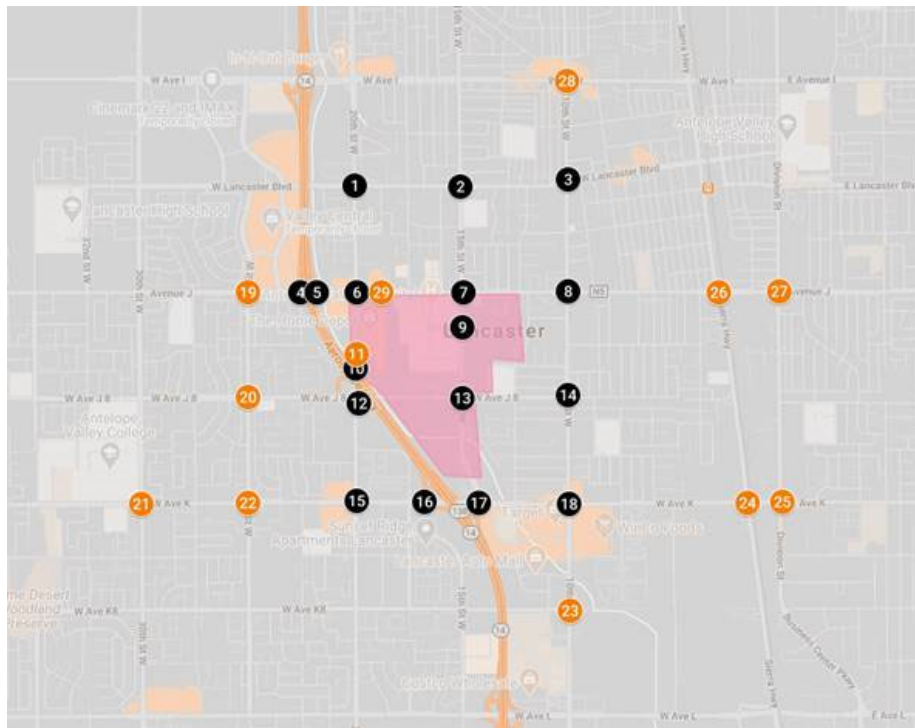
A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2-B and payment and fees by tasks and sub-tasks table is included in Exhibit 3-B.

PROJECT APPROACH

The project approach to completing a draft traffic impact analysis (or transportation impact study) includes the following considerations:

1. **Data Collection** – The Consultant shall utilize the available traffic count data from the draft traffic study prepared by Stantec Consulting. Based upon coordination with City staff, the Consultant has included twelve (12) additional intersections as shown in orange in the exhibit below.



2. **Vehicle Miles Traveled (VMT) Analysis** – The State Office of Planning and Research (OPR) has finalized the revisions to the CEQA Guidelines in accordance with Senate Bill (SB) 743. Fehr & Peers is currently assisting the City in determining the vehicles miles traveled (VMT) impact thresholds in order to meet the July 1, 2020 implementation deadline. Fehr & Peers will work with the project team to prepare VMT estimates for the Lancaster Health District (LHD) based on the City's new guidance for transportation impacts.
3. **LOS** – Although VMT analysis may be required to determine impacts for the CEQA analysis, a LOS analysis shall be completed to understand the operational effects of LHD on the roadway network. The project team shall use the LOS information to identify physical improvements to the roadway network. Essentially, a hybrid approach would be required for a traffic impact analysis – VMT for CEQA analysis and LOS to provide an understanding of current and future roadway operations.
4. **CEQA Support** – The Consultant will work closely with the CEQA team to review the traffic section summary and provide traffic study tables and figures to support the Environmental document preparation.

TASK 1 PROJECT MANAGEMENT AND MEETINGS

The Consultant shall provide general project administration and coordination with the City. The Consultant's efforts in this task consists of providing progress updates, invoicing, updates to schedules, and general project coordination. The Consultant shall have an initial kick-off meeting with the City, CEQA Consultant, and other members of the project team to discuss the project requirements, approach, and strategy. During this meeting, the Consultant shall identify the data that would be required such as an updated site plan, relevant meeting summaries of any recent meetings with agencies, and any relevant community input received so far.

The Consultant shall prepare for and attend up to two (2) additional meetings or conference calls with the project team. The Consultant shall prepare for and attend a public meeting to support or present relevant technical information to the Community.

TASK 2 DATA COLLECTION AND INTERSECTION FORECASTS

The Consultant shall utilize the data available for the 17 study intersections from the previously completed draft traffic impact study. The Consultant shall verify and update intersection control, roadway widths, lane configurations, and traffic control for the study intersections and connecting roadways. For the additional 12 study intersections, The Consultant shall use traffic count data from other projects. The Consultant shall perform a review using satellite imagery to determine intersection control, roadway widths, lane configurations, and traffic control. This information will be documented in the report and used to calculate current and future intersection operation levels. Fehr and Peers, as a subconsultant to the Consultant, will provide future year intersection forecasts for analysis purposes.

TASK 3 INTERSECTION ANALYSIS AND VMT ANALYSIS

The Consultant shall analyze intersection operations based upon the City's traffic operations requirements. The analysis will identify the volume-to-capacity ratios, level-of-service (LOS) and/or level of delay (in seconds) at each intersection. Weekday peak hour intersection operations shall be calculated by developing a traffic operations model for the study area using Synchro software. The analysis shall be based upon Highway Capacity Manual (HCM) methodology for the following scenarios:

- Existing Conditions
- Future without Project conditions
- Future with Project conditions

The Consultant shall define the existing intersection operational characteristics and analyze the project's potential traffic impact on the future intersection operations. This will involve defining the project's trip generation, directional distribution, and trip assignments of project generated traffic.

3.1 TRIP GENERATION

The Consultant shall review the trip generation estimates provided in the previous draft traffic study report. Due to the increased size of the proposed project, the Consultant shall develop an updated trip generation estimate for the new land uses and increase in size of other land uses.

3.2 TRAFFIC DISTRIBUTION

The Consultant shall review and utilize the trip distribution provided in the previous draft traffic study report.

3.3 TRAFFIC ASSIGNMENT

The Consultant shall review and utilize the traffic assignment provided in the previous draft traffic study report.

Fehr and Peers, as a subconsultant to the Consultant, shall work with the project team to identify the options for the VMT analysis metrics. The recommended metrics will be based on the amount of growth and type of growth anticipated at LHD. A detailed understanding of the project description will be the first step in identifying the appropriate VMT metrics. For example, is the Lancaster Health District Master Plan intended to serve future growth anticipated in the Antelope Valley, or is the development intended to serve a greater percentage of existing residents in the Antelope Valley meaning that fewer people would need to travel long distances to receive treatment. The team will explore the travel characteristics of the project in detail with the project team to ensure that the VMT analysis and selected VMT metric for project evaluation is appropriate for the uses being proposed. VMT estimates of the project

site under baseline conditions and with the proposed growth anticipated in LHD will be provided.

TASK 4 RECOMMEND MITIGATION MEASURES

The Consultant shall work with City staff to identify and define operational improvements for each affected intersection to improve the LOS. These recommendations may include physical improvements at the intersection, traffic signal timing, phasing and synchronization improvements, demand management techniques, or others. A fourth intersection analysis scenario will be completed to test the effectiveness of the recommended improvements. Should a VMT impact be determined, the Consultant shall advise the City on possible mitigation options and determine their effectiveness in mitigating project impacts to reduce VMT.

TASK 5 DOCUMENTATION

A traffic study report shall be prepared that includes the study procedure, methodology, results and conclusions. The report will include figures, graphics and references for the traffic study. All traffic counts, peak hour counts, level of service, VMT calculations, and intersection capacity analysis will be attached as a technical appendix. The Consultant shall provide an electronic copy of a draft report to the City for review. Upon receipt of one set of consolidated comments from the City, the Consultant shall submit an electronic copy of a revised draft report.

The Consultant shall provide traffic study narratives, VMT calculations, existing counts, future forecasts, tables and figures to the CEQA consultant for review and incorporation into the Environmental document. The Consultant shall provide revisions based upon comments on the draft Environmental Document. The Consultant has assumed up to 10 hours for these revisions.

EXHIBIT 1-C: SCOPE OF SERVICES

INTRODUCTION

On April 1, 2020, the City executed a Task Order for Design Services with Kimley-Horn and Associates, Inc. (KHA).

On April 9, 2020, the City executed a Revised Task Order for additional traffic analysis services for design services with Kimley-Horn and Associates, Inc. (KHA).

Under this Additional Authorization No. 2, the Consultant (or Sub-Consultant) shall provide further additional traffic analysis services and design services for the Lancaster Health District (LHD), formerly Medical Main Street), Project ID# F9131.

A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2-C and payment and fees by tasks and sub-tasks table is included in Exhibit 3-C.

PROJECT APPROACH

The project approach to address Antelope Valley Hospital's (AVH) and the proposed LHD Private Developer's (PD) input on the LHD planned roadway alignments is to amend the original scope and perform further additional design services to include revised 30% conceptual roadway plans and to perform further traffic analysis services and prepare an addendum to the recently completed draft Final Traffic Operational and Safety Analysis prepared under Additional Authorization No. 1. The addendum is being prepared to support the LHD Environmental document preparation being prepared through a separate effort by the CEQA team.

The 30% Plans were completed for the updated grant application roadway layouts and submitted to the City on June 12, 2020 per the original project schedule. This set of 30% plans included the demolition, roadway, utilities, traffic, and various detail sheets.

Since the 30% submittal the City has been working with AVH and PD to coordinate the various plans and layouts as proposed in the grant application. The City provided comments on the 30% Conceptual Roadway Layout and Traffic plans and the Consultant initiated the 60% plan preparation.

Through various meetings and coordination to address AVH and PD input on the LHD planned roadway alignments, the City provided an updated schematic design consistent with the relocation of the hospital to a more central location and that includes revised roadways Avenue J-3, Avenue J-5, the intersections with 18th Street West and 15th Street West, and various other revisions to the internal roadways. The City will be processing these changes with Metro as a LACMTA minor scope change in parallel to this additional authorization.

As a result of these changes, the City has directed the Consultant to revise the 30% conceptual roadway plans and resubmit the revised 30% conceptual roadway plans to allow the City to confirm the conceptual 30% roadway layouts before the 60% plans are developed.

As part of Additional Authorization No. 1, the Consultant prepared and the City approved the LHD draft Final Traffic Operational and Safety Analysis on August 6, 2020. As a result of the changes requested by AVH and PD, the draft Final Traffic Operational and Safety Analysis needs to be updated based on the revised roadway layout and network.

TASK 1 TRAFFIC IMPACT ANALYSIS ADDENDUM

The Consultant shall complete an addendum to the recently completed draft Final Traffic Operational and Safety Analysis including the following considerations:

1. **Traffic Operational Safety Analysis** – An addendum to the previously completed traffic operational and safety analysis is needed to understand the change in operational effects on the roadway network due to recent changes to the LHD site plan.
2. **Vehicle Miles Traveled (VMT) Analysis** – It is assumed that the changes to the internal roadway network would not require any changes to the VMT analysis.

1.1 Data Review and Intersection Forecasts

The Consultant shall include one additional study intersection; 15th Street West and Avenue J-5 and perform a review of this intersection using satellite imagery to determine intersection control, roadway widths, lane configurations, and traffic control. Existing and future traffic data will be estimated by volume balancing between adjacent study intersections based upon already available data.

1.2 Intersection Analysis

The Consultant shall analyze intersection operations for the nine (9) intersections surrounding the project site based upon the City's traffic operations requirements. The analysis shall be consistent with the recently completed Final Traffic Operational and Safety Analysis. The Consultant shall define the existing intersection operational characteristics and analyze the project's potential traffic impact on the future intersection operations. This will involve defining the project's trip generation, directional distribution, and trip assignments of project generated traffic.

1.2.1 Trip Generation

It is assumed that there will be no changes to the trip generation in the Final Traffic Operational and Safety Analysis.

1.2.2 Traffic Distribution

It is assumed that there will be no changes to the external traffic distribution in the Final Traffic Operational and Safety Analysis. However, it is assumed that the traffic distribution on internal project roadways and nine (9) intersections directly adjacent to the site will change as a result of the modified internal roadway network. The Consultant shall review the changes to the internal roadway network and develop a new traffic distribution.

1.2.3 Traffic Assignment

The Consultant shall assign traffic volumes to the study intersections based on the trip generation and traffic distribution.

1.3 Recommended Mitigation Measures

The Consultant shall review whether the changes to the internal roadway configuration would cause any additional study intersections to experience an operational and safety impact. If there are any additional operational and safety impacts, the Consultant shall work with City staff to identify and define operational improvements for each affected intersection to improve the LOS. These recommendations may include physical improvements at the intersection, traffic signal timing, phasing and synchronization improvements, demand management techniques, or others. A fourth intersection analysis scenario will be completed to test the effectiveness of the recommended improvements.

1.4 Documentation

A traffic operational and safety analysis technical memorandum shall be prepared that includes the study procedure, methodology, results and conclusions. All intersection capacity analysis will be attached as a technical appendix. The Consultant shall provide an electronic copy of a draft memo to the City for review. Upon receipt of one set of consolidated comments from the City, the Consultant shall submit an electronic copy of a revised draft report.

TASK 2 REVISED CONCEPTUAL ROADWAY PLANS (2ND 30%)

The Consultant shall complete revised 30% conceptual roadway plans, to include street and signing and striping plans.

The City, AVH, and PD will be allowed four weeks to review and provide comments.

This additional authorization does not address the other required 30% deliverables; including design surveys, utility and drainage revisions and report changes, and/or traffic plan revisions other than signing and striping plans. Once the addendum is updated and the 30% roadway alignments are confirmed, an additional authorization will be required to address the other changes required to update the 30% deliverables for the utilities and traffic and to complete additional design surveys for the revised alignments.

EXHIBIT 1-D: SCOPE OF SERVICES

INTRODUCTION

On April 1, 2020, the City executed a Task Order for Design Services with Kimley-Horn and Associates, Inc. (KHA).

On April 9, 2020, the City executed a Revised Task Order for additional traffic analysis services for design services with KHA.

On October 1, 2020, the City executed a Second Revised Task Order for Additional Authorization to provide further additional traffic analysis and design service for the Lancaster Health District (LHD), formerly Medical Main Street), Project ID#F9131.

As part of Additional Authorization No. 2, the Consultant prepared and the City approved an addendum to the LHD draft Final Traffic Operational and Safety Analysis on October 14, 2020.

Under this Additional Authorization No. 3, the Consultant (or Sub-Consultant) shall provide further additional project management, surveys, and design services for the LHD.

A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2-D and payment and fees by tasks and sub-tasks table is included in Exhibit 3-D.

PROJECT APPROACH

The project approach to address Antelope Valley Hospital's (AVH) and the proposed LHD Private Developer's (PD) input on the LHD planned roadway alignments is to amend the original scope and perform further additional project management, surveys at new roadway interfaces with the existing facilities, and design services to include revised 30% conceptual utility plans including sewer, water system, and storm drainage improvement plans; street lighting plans; and traffic signal plans to be based on the revised 30% roadway plans, layouts, and striping details prepared under Additional Authorization No. 2 based upon AVH and PD comments on the 30% plans as included in Additional Authorization No. 2. The revisions are being prepared to revise the remaining 30% conceptual plans based upon final reviews from AVH and PD.

TASK 1 ADDITIONAL PROJECT MANAGEMENT

Additional project management time has been required to address the changes requested by the AVH and the PD. These changes have extended the anticipated project schedule by over 6 months and shall require additional management effort to conduct additional meetings, progress reports, status updates and overall coordination of the team and deliverables.

TASK 2 ADDITIONAL DESIGN SURVEYS

Additional detailed design surveys are required to cover the additional areas now impacted by the revised 30% roadway plans. This will require additional intersections and roadway conform areas that need to be surveyed to complete the final design of these areas.

The Consultant shall complete additional design surveys for the new areas based upon the approved revised 30% Roadway plans.

TASK 3 REVISED ADDITIONAL CONCEPTUAL PLANS (2ND 30%)

The Consultant shall complete revised additional 30% conceptual plans based upon the approved revised 30% Roadway plans from Additional Authorization #2.

This task will include updating the 30% conceptual plans including sewer, storm drain, water, street lighting, traffic signal, and miscellaneous utility plans based on the approved updated 30% roadway plans. This includes updates to the studies and reports required for the Sewer Area Study and the Drainage Study.

The following plan sheets are anticipated to be included in the design:

- a. Sewer Improvement Plans - The Consultant will update the sewer improvement plans prepared for the original 30% submittal. Updates to the sewer improvement plans will be based on the updated sewer area study and anticipated developments for the project. The Consultant assumes revising or preparing up to 25 sewer improvement sheets as a result of the street realignments. Required updates will include horizontal realignment of sewer lines and manholes, utility sections, sheet cuts and street labels. Individual sewer service laterals are assumed to be addressed by the future developments.

The Consultant will update the Sewer Area Study per the proposed street alignment changes approved by the City.

- b. Storm Drainage Improvement Plans - The Consultant will update the storm drain improvement plans prepared for the original 30% submittal. Updates to the storm drain improvement plans will be based on the updated drainage study and hydrology/hydraulic analysis for the project. The Consultant assumes revising or preparing up to 25 sheets as a result of the street realignments. Updates are limited to sheet cuts, street labels, and utility sections. Any storm drain design for streets not included in the Master Plan of Drainage would be an additional service. Stormwater treatment or Low Impact Development is assumed to not be required for the project. Any required on-site or private detention or treatment would be addressed by future developments.

The Consultant will update the drainage study for the project per the proposed street realignment changes approved by the City. The proposed street realignments impact the

tributary areas determined in the original study. Post development conditions will be updated following the City and County methodology. Storm Drain lines are currently only proposed in existing streets J-8, 15th Street W, and 13th Street W per the Master Plan for Drainage. The updated study will reassess overall project impacts to individual storm drain segments or structure upgrades for the entire funded area of the project as a part of the hydrology/hydraulic calculations.

- c. Water System Improvement Plans - The Consultant will update the water system improvement plans prepared for the original 30% submittal. The updated water system improvement plans will be based on the proposed street realignments and in coordination with other proposed utility improvements or updates for the project. Minor adjustments or relocation to the existing water mainline and services facilities will also be reassessed as a result of the proposed street realignments. The Consultant assumes revising or preparing up to 25 sheets as a result of the street realignments. Required updates will include horizontal realignment of existing and proposed water lines, utility sections, sheet cuts and street labels. Individual water service laterals, meters, and backflow preventers, etc. are assumed to be addressed by the future developments.
- d. LS-3 Rate Schedule Electrical and Street Lighting Plans - The Consultant will prepare a revised 30% submittal of street lighting plans. A maximum of 6 sheets will be prepared to account for changes.
- e. Electrical and Pedestrian Signal Improvement Plans - The Consultant will prepare a revised 30% submittal of traffic signal plans. Four sheets will be provided with one sheet for each of the following intersections:
 - 20th Street and Home Depot Southerly Street
 - 18th Street and Avenue J
 - 18th Street and Avenue J-8
 - 15th Street and Avenue J-5
- f. Miscellaneous Utility Plans - The Consultant will update the miscellaneous utility improvement plans prepared for the original 30% submittal. The Consultant assumes revising or preparing up to 25 sheets as a result of the street and utility realignments. Updates will include review of changes in utility conflicts as a result of utility and street realignments, utility sections updates, sheet cuts and labeling changes. We will also prepare an updated utility verification or potholing exhibit for the project.

EXHIBIT 1-E: SCOPE OF SERVICES

INTRODUCTION

On April 1, 2020, the City executed a Task Order for Design Services with Kimley-Horn and Associates, Inc. (KHA).

On April 9, 2020, the City executed a Revised Task Order for Additional Authorization for additional traffic analysis services for design services with KHA.

On October 1, 2020, the City executed a Second Revised Task Order for Additional Authorization to provide further additional traffic analysis and design services.

On December 14, 2020, the City executed a Third Revised Task Order for Additional Authorization to provide further additional project management, surveys, and design services.

Under this Additional Authorization No. 4, the Consultant (or Sub-Consultant) shall provide further additional project management, design services, and mapping and surveying services.

A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2-E and payment and fees by tasks and sub-tasks table is included in Exhibit 3-E.

PROJECT APPROACH

The 60% LHD deliverable was submitted to the City on February 5th, 2021 and included plans, estimate, response to comments, and overall exhibits for civil improvements and utilities. After 60% submittal, the City requested additional improvements be coordinated with Antelope Valley Hospital (AVH) and the preparation of strip maps showing striping for perimeter streets in a single file for ease of review. The City and KHA also discussed the required design vehicle for all corridors based upon AVH input and adjustments to design due to the determination that the LHD will have an impact on the design for PWCP 21-014, Pedestrian Gap Closure Improvements (Ped Gap) project for overlapping improvements along Avenue J-8.

In February 2021, the City also identified additional improvements for LHD based on coordination with AVH and impacts to existing AVH parking lots for the Women and Infants Pavilion and Outpatient Imaging Center. The impacts to the AVH parking lots are due to the revised Avenue J-5 alignment included in the 30% resubmittal based on the new roadway alignments as presented by the City. The overlap of the new Avenue J-5 alignment with the Women and Infants Pavilion and Outpatient Imaging Center parking lots requires adjustments to existing surface utilities, parking lot

access, landscape and irrigation, lighting, drainage, and parking lot grading. This required additional scope to include record drawings research and additional design surveys.

In April 2021, the 90% plans and estimates were in development and the City provided feedback on the 60% deliverables. In the feedback, the City requested strip maps for the Avenue J, 20th Street West, and 15th Street West corridors to conduct a comprehensive review of proposed striping. The City requested that the 15th Street West corridor include ultimate curb lines and striping with addition of bike lanes. The strip maps for these three corridors were completed and submitted to City on May 13, 2021 and the City responded with comments for KHA to incorporate into 90% plans anticipated later that month. During this process, KHA also coordinated with the City to determine which corridors and roundabouts would accommodate WB-67 trucks, as provided by AVH. On July 28, 2021, the City indicated that 18th Street West and Avenue J-5 would both accommodate WB-67 trucks. In the same week, the City and AVH confirmed that all three roundabouts on 18th Street West and Avenue J-5 would be designed to accommodate WB-67 trucks. This determination required re-design of the “Home Depot Southerly Street,” 18th Street West, Avenue J-5 corridors, truck circulation for Home Depot and Learn4Life parcels, and the 18th Street and “Home Depot Southerly Street” roundabout which was previously designed to the WB-40 design vehicle. This scope increase includes development of strip maps and re-design for determined design vehicle.

In July 2021, the City requested that KHA revisit the Ped Gap project design on Avenue J-8 (15th Street West to 12th Street West) to ensure that curb lines would accommodate emergency vehicles and that the City’s sight line requirements would be met. On July 20th, 2021, KHA provided exhibits to City showing revised crosswalks and curb lines at Avenue J-8 and 15th Street West, Avenue J-8 and 13th Street West, and Avenue J-8 and 12th Street West street intersections. On August 4th, 2021, the City provided comments and KHA incorporated the final designs into both the LHD and Ped Gap Project plans. This scope increase included revisions to the Ped Gap project design elements that overlapped with LHD on Avenue J-8.

The following scope of was developed to complete the summarized changes and update the plans, reports and estimates to reflect these changes in the 90% plan and estimate submittal for LHD and provide input to the Ped Gap project to update those plans as part of that final design effort.

TASK 1 ADDITIONAL AVH SCOPE: RESEARCH

The Consultant shall obtain and review as-builts and utility record drawings for AVH Women and Infants Pavilion and Outpatient Imaging Parking Lots and incorporate relevant record data into base mapping.

TASK 2 ADDITIONAL AVH SCOPE: DESIGN SURVEYS

The Consultant shall perform additional design surveys to obtain existing elevations for areas adjacent to the new Avenue J-5 alignment at existing AVH Women and Infants Pavilion and Outpatient Imaging Parking Lots.

TASK 3 AVENUE J, 20TH STREET WEST, AND 15TH STREET WEST STRIP MAPS

The Consultant shall develop ultimate striping and strip maps for Avenue J, 20th Street West, and 15th Street West corridors. The Consultant shall coordinate with City on revisions for Avenue J, 20th Street West, and 15th Street West corridors.

TASK 4 REVISED PLANS FOR ROADWAY TRUCK CIRCULATION

The Consultant shall perform additional design on 90% plans to accommodate WB-67 truck circulation including revisions to Avenue J-5, 18th Street West, and related roundabouts (RAB) including:

- a. Re-design 18th Street West and “Home Depot Southerly Street” sections to include wider traveled ways to accommodate truck turning paths.
- b. Re-design 18th Street West and “Home Depot Southerly Street” RABs to accommodate WB-67 trucks.
- c. Re-design “Home Depot Southerly Street” to align with RAB at 18th Street West and “Home Depot Southerly Street.”
- d. Re-design curb returns at Avenue J-8 and 18th Street West, Avenue J and 18th Street West, and Avenue J-5 and 15th Street West to accommodate WB-67 trucks.

TASK 5 TRUCK CIRCULATION EXHIBITS

The Consultant shall develop exhibits to show concepts for truck circulation at Home Depot and Learn4Life parcels and to show Ped Gap project revisions to locations along Avenue J-8.

TASK 6 PWCP 21-014 PEDESTRIAN GAP CLOSURE IMPROVEMENT PROJECT REVISIONS

The Consultant shall re-design Ped Gap project improvements on Avenue J-8 (15th Street West to 12th Street West) to ensure curb returns can accommodate aerial fire trucks and confirm City’s sight line requirements are met.

EXHIBIT 1-F: SCOPE OF SERVICES

INTRODUCTION

On April 1, 2020, the City executed a Task Order for Design Services with Kimley-Horn and Associates, Inc. (KHA).

On April 9, 2020, the City executed a Revised Task Order for Additional Authorization for additional traffic analysis services for design services with KHA.

On October 1, 2020, the City executed a Second Revised Task Order for Additional Authorization to provide further additional traffic analysis and design services.

On December 14, 2020, the City executed a Third Revised Task Order for Additional Authorization to provide further additional project management, surveys, and design services.

On November 29, 2021, the City executed a Fourth Revised Task Order for Additional Authorization to provide further additional project management, surveys, and design services.

Under this Additional Authorization No. 5, the Consultant (or Sub-Consultant) shall provide further additional project management, design services, mapping and surveying services, and right-of-way engineering services.

A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2-F and payment and fees by tasks and sub-tasks table is included in Exhibit 3-F.

PROJECT APPROACH

The 60% LHD deliverables were submitted to the City on February 5th, 2021 and included plans, estimate, response to comments, and overall exhibits for civil improvements and utilities. After 60% submittal, the City requested additional improvements be coordinated with Antelope Valley Hospital (AVH). Adjustments to design plans in the form of change order plans due to the determination that the LHD will have an impact on the design for overlapping improvements for PWCP 21-012, SR-138(SR-14)/ Avenue J Interchange Improvements Avenue J, between 15th Street West and 25th Street West (Phase 1 – Local Streets) and corresponding updates in the 90% submittal.

The following scope of was developed to address the scope of changes below:

TASK 1 ADDITIONAL PROJECT ADMINISTRATION AND MANAGEMENT

The original project schedule spanned for 13 months from March 2020 to April 2021. The original scope was amended four times and as a result, the schedule is now extended to December 2022. In Amendment #3, the schedule extended by 8 months to December 2021. The Consultant is now requesting additional extended project management time to account for the schedule extension of 12 additional months to December 2022. The original scope also budgeted for eight monthly progress meetings. Over the project duration, the Consultant coordinated with City through weekly meetings starting in April 2020. This additional scope of services also includes approximately 2 hours per week for these meetings and future weekly meetings through the end of the current schedule in December 2022.

The Consultant shall perform project management, scheduling, quality control, and quality assurance tasks necessary to maintain the project schedule, budget, and deliverables to the City for the extended schedule duration of 12 months at 4 hours per month. This shall include weekly progress meetings with City PM to review progress and obtain direction for an additional 20 months at 8 hours per month.

TASK 2 BOUNDARY SURVEY RESOLUTION

The Consultant shall coordinate with the City and Vertex Survey Inc. to develop and resolve the existing Boundary sufficient to allow for required right-of-way (R/W) to be identified and described in Plat and Legal Documents and to complete a Record of Survey for the required adjustments to the existing parcel boundaries as required by the Land Survey Act.

TASK 3 RIGHT-OF-WAY SUPPORT

The original scope of services for Right-of-Way (ROW) activities, assumed a scenario that included preparation of Plat and Legal documents for the various parcels based upon the previous exhibits that were part of the Grant Application with LACMTA. Since the approval of the original Grant Application and updates to the Master Plan and Environmental Document, the ROW scenario has continued to develop and unfold. Based on the updated information and the need to resolve existing boundary beyond the original assumption of street centerlines, a revised approach was required. The 90% ROW Requirements Map identified access and parking lot impacts to 13 parcels included in the Additional Scope of Services below. Design exhibits showing proposed solutions with accompanying estimates for each parcel were required to allow property owners to review and provide input on during the ROW process to determine whether the cost of the improvements will be included in the project construction cost, or if the appraised value will be paid to the property owners to complete the work themselves.

The Consultant shall perform management of overall ROW process and perform activities including ROW engineering, analysis, and determination of initial value estimates and dedications, identification and coordination of temporary Rights of Entries (ROEs), negotiations with property

owners, and escrow/title clearance. This is including, but not limited to: preliminary title reports (initially assumed 10 reports, 6 additional reports, current assumed total 16 reports), fee appraisal (initially assumed 10 parcels/report), property acquisition/negotiations (initially assumed 10 parcels/report), escrow coordination (initially assumed 10 parcels/report), and dedications (initially assumed 3 parcels/report). There are a total of 12 parcels identified as needing a Dedication made up of 3 total ownerships. Dedications have been combined for same ownership into 3 and the scope and budget assume that all parcels with the same ownership can be handled as a single negotiation/event. If this assumption proves otherwise, additional budget will be needed to complete the work associated with each dedication requirement. Scope of work for dedications includes the following: 1) Preparation and approval by City of Dedication Letter (DL) and Easement Deed; 2) Contact and deliver DL/Easement Deed to Owner; 3). Discussions and coordination with Owner; and 4) Record Deed.

The Consultant shall develop access and parking lot solutions and provide design exhibits and estimates to the R/W acquisition team to mitigate property impacts on the parcels listed below to support the appraisal process:

Four parcels west of 15th Street West

1. HD Development of Maryland Inc. (APN 3123-004-045)
2. K&M Commercial LLC (APN 3123-004-046)
3. Crowne Point Equity LLC (APN 3123-004-047)
4. Palmdale Grand Plaza LLC (APN 3123-004-048)

Six parcels east of 15th Street West

5. Tane LLC (APN 3123-003-099)
6. Fourr James Owen James Fourr Trust (APN 3123-003-100)
7. Nobility Real Estate Investments (APN 3123-003-094)
8. LRE Center Point LCC (APN 3123-003-101)
9. Lopiccolo Phillip Co TR Hayes T (APN 3123-003-102)

Three AVH parcels

10. Antelope Valley Hospital District (APN 3123-001-921)
11. Antelope Valley Hospital District (APN 3123-004-909)
12. Antelope Valley Hospital District (APN 3123-004-907)

TASK 4 ADDITIONAL AVH SCOPE: ENGINEERING PLANS, SPECIFICATIONS, AND ESTIMATES

In February 2021, the City also identified additional improvements for LHD based on coordination with AVH and impacts to existing AVH parking lots for the Women and Infants Pavilion and Outpatient Imaging Center. The planned improvements for AVH include driveways along 18th Street West and Avenue J-5 that require coordination with LHD design. The impacts to the AVH parking lots are due to the revised Avenue J-5 alignment included in the 30% resubmittal based on the new roadway alignments as presented by the City. The overlap of the new Avenue J-5 alignment with the Women and Infants Pavilion and Outpatient Imaging Center parking lots requires adjustments to existing surface utilities, parking lot access, parking lot grading, drainage, lighting, and landscape and irrigation. This required additional scope to include improvements for AVH parking lots, design for AVH driveways, and coordination for AVH driveways. Ultimately, this change also required additional boundary surveys to resolve existing boundary within the project site.

The Consultant shall prepare the following revised additional 90% and 100% plans, update related studies, and cost estimates including:

- a. Demolition Sheets – To include required demolition plans and associated demolition notes (4 sheets).
- b. Civil Plan and Profile Sheets – To include AVH connections and AVH parking lot grading (4 sheets):
- c. Storm Drainage Improvement Plans - Update drainage facilities to include proposed drainage facilities to handle surface flow from AVH site and adjacent parking lots. Include plan and profile (3 sheets).
- d. Private Water System Improvement Plans – Update to include private fire system and coordinate Fire Department plan check, including to relocate fire hydrants and surface utilities impacted by new Avenue J-5 alignment (3 sheets).
- e. Private Electrical and Street Lighting Plans – Update electrical plans to include relocation of existing AVH lighting impacted by new Avenue J-5 alignment (1 sheet).
- f. Private Landscaping and Irrigation Improvement Plans – Update landscaping plans to adjust, relocate, and/or salvage impacted landscaping. Update irrigation plans to include point of connections and proposed irrigation along Avenue J-5 (3 sheets).
- g. Cost Estimate - Update quantities and cost estimates for additional demolition, civil, drainage, water, electrical, landscaping, and irrigation costs.

TASK 5 ADDITIONAL SCOPE RELATED TO AVE J LOCAL PHASE 1 CHANGE ORDER: ENGINEERING PLANS AND ESTIMATES

On March 16th, 2021, the City requested change order plans for overlapping improvements for PWCP 21-012 to include improvements from the LHD Project. The change order plans included roadway, signing and striping, sewer, drainage, landscaping, and electrical improvements on Avenue J (20th Street West to 15th Street West) and 20th Street West (Avenue J to Avenue J-8), which are overlapping corridors between the LHD and PWCP 21-012. PWCP 21-012 was in construction and LHD had just completed the 60% milestone the month prior. During development of LHD 60% Plans, the City's intent was to install ultimate pavement and striping on Avenue J (20th Street West to 15th Street West) with the LHD project. The change order revised this approach and incorporated ultimate pavement and striping on Avenue J (20th Street West to 15th Street West) into PWCP 21-012, along with sewer, drainage, and electrical improvements that were originally included with LHD. Modifications to proposed medians on Avenue J to accommodate input from AVH were also incorporated into PWCP 21-012. This scope increase included the development of the change order plans for PWCP 21-012 during construction and updates to the drainage and sewer reports that were previously prepared and reviewed by the City.

The Consultant shall prepare the following related to revised additional 90% and 100% plans, updated related studies, studies, and cost estimates including:

- a. Project Management - Meetings held to discuss proposed change order improvements and ensure the improvements align with ultimate LHD improvements.
- b. Street Improvement Plans - Revised channelization on Avenue J (20th Street West to 15th Street West) per the City updated concept plans. Revised pavement section on Avenue J (20th Street West to 15th Street West) to omit the use of pavement fabric. Coordinated with the City on ADA improvement locations on Avenue J (20th Street West to 15th Street West).
- c. Signing and Striping Plans - Updated signing and striping to align with change order channelization.
- d. Sewer Improvement Plans - Coordinated with the City and AVH on proposed sewer lines on Avenue J (20th Street West to 15th Street West). Developed sewer improvements on Avenue J, updated sewer study, and provided sewer change order plans.
- e. Storm Drainage Improvement Plans - Develop drainage improvements on Avenue J, update drainage study, and provide drainage change order plans.
- f. Electrical and Pedestrian Signal Improvement Plans - Coordinated with the City on installation of conduits and pole foundations on Avenue J and 20th Street West corridors. Provided markups of proposed conduits crossing Avenue J and 20th Street West corridors to the City for coordination with the Contractor on Avenue J construction contract.
- g. Landscape and Irrigation Improvement Plans - Update landscaping to align with change order channelization and median revisions.

TASK 6 ADDITIONAL GEOTECHNICAL (PAVEMENT) INVESTIGATIONS

In June 2021, the Consultant reviewed the pavement investigations report (PEI, June 2020) provided by the City and determined that the report did not include materials recommendations, pavement failure digout locations, pavement specifications, cost benefit analysis, and pavement recommendations to meet City requirements. The City agreed that the Consultant would coordinate with PEI and contract with them to obtain the information needed for pavement overlay strategies on Avenue J-8 and 15th Street West. This scope increase includes new effort from PEI for additional pavement investigations.

The Consultant coordinated with City and PEI to obtain additional pavement data to determine pavement overlay section on Avenue J-8 and 15th Street West.

EXHIBIT 1-G: SCOPE OF SERVICES

INTRODUCTION

On April 1, 2020, the City executed a Task Order for Design Services with Kimley-Horn and Associates, Inc. (KHA).

On April 9, 2020, the City executed a Revised Task Order for Additional Authorization for additional traffic analysis services for design services with KHA.

On October 1, 2020, the City executed a Second Revised Task Order for Additional Authorization to provide further additional traffic analysis and design services.

On December 14, 2020, the City executed a Third Revised Task Order for Additional Authorization to provide further additional project management, surveys, and design services.

On November 29, 2021, the City executed a Fourth Revised Task Order for Additional Authorization to provide further additional project management, surveys, and design services.

On March 30, 2022, the City executed a Fifth Revised Task Order for Additional Authorization to provide further additional project management, design services, mapping and surveying services, and right-of-way engineering services.

Under this Additional Authorization No. 6, the Consultant (or Sub-Consultant) shall provide further additional project management, right-of-way engineering services,, and design services.

A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2-G and payment and fees by tasks and sub-tasks table is included in Exhibit 3-G.

PROJECT APPROACH

In April 2022, the City directed Kimley-Horn to split the LHD project into two phases to accommodate the LifePoint development roadway, stormwater, and sewer connections. Phase 1 now includes 18th Street pavement from Avenue J to Avenue J-5 to provide temporary construction and fire access from Avenue J to the LifePoint parcel limits, provides the storm water and sewer trunk lines, and includes 18th Street West street lighting and traffic signal conduits. Phase 1 also includes installation of the new sewer trunk line across Avenue J and north along 17th Street to connect to the County trunk line and connects the storm water trunk line in Avenue J. Phase 1 also includes initial grading of portions of roadway prism, but does not include curbs, gutters and sidewalks, landscaping and irrigation, street lighting, Avenue J intersection signalization and full improvements, or other items associated with the full design along this portion of 18th Street and Avenue J.

Phase 2 is anticipated to include completion of the improvements on 18th Street (curbs, gutters and sidewalks, catch basins, final pavement lifts, landscaping and irrigation, street lighting, etc.) and include the remaining LHD roadway, storm drain, sewer, landscaping and irrigation, street lighting, traffic signal and intersection improvements as well as the various off-site improvements at multiple impacted properties (Home Depot, Learn4Life, AVH, and others).

The following scope of work was developed to address the scope of changes referenced above:

TASK 1 ADDITIONAL PROJECT ADMINISTRATION AND MANAGEMENT

The original project schedule spanned for 13 months from March 2020 to April 2021. The original scope was amended five times and as a result, the schedule is now extended to April 2023. The Consultant is now requesting additional extended project management time to account for the schedule extension of 4 additional months to April 2023. The original scope also budgeted for eight monthly progress meetings. Over the project duration, the Consultant coordinated with City through weekly meetings starting in April 2020.

The Consultant shall perform project management, scheduling, quality control, and quality assurance tasks necessary to maintain the project schedule, budget, and deliverables to the City for the extended schedule duration of four (4) months at six (6) hours per month. This shall include weekly progress meetings with City PM to review progress and obtain direction for an additional four (4) months at ten (10) hours per month.

TASK 2 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS / PLAT & LEGAL SUPPORT

The Consultant shall continue to coordinate with the City and Vertex Survey Inc. to address comments on Plat and Legal Documents, adjust proposed right-of-way (R/W) based on private property impacts and City requirements.

TASK 3 DRAFT 100% PHASE 1 PS&E

The Consultant developed Phase 1 improvements and provided a strip map exhibit for geometric concept approval by the City, including proposed 18th Street permanent and temporary pavement sections, proposed R/W limits, limits of grading, required sewer easement, conduit installation, construction access area, and typical section showing spacing between proposed storm drain, proposed sewer, and future water lines. Consultant provided Draft 100% survey control plans, typical cross sections, demolition plans, street improvement plans, construction details, sewer improvement plans, storm drain plans, and design section based on strip map exhibit submitted to the City on May 23, 2022. Consultant shall also provided Draft 100% bid schedule, estimate, and updated overview exhibit showing improvements included in Draft 100% plan set in strip map format. Consultant held

comment resolution meeting with the City to discuss City comments and strategize approach to developing Final 100% Phase 1 PS&E.

TASK 4 FINAL 100% PHASE 1 PS&E

The Consultant incorporated comments provided by the City, including from additional comment resolution meeting, and provided response matrix with Final 100% survey control plans, typical survey control plans, typical cross sections, demolition plans, street improvement plans, construction details, sewer improvement plans, storm drain plans, design sections, bid schedule, estimate, and updated overview exhibit showing improvements. The consultant incorporated final comments into final construction documents for advertisement.

TASK 5 SUBSURFACE UTILITY INVESTIVATIONS

Consultant shall conduct subsurface imaging to identify and locate existing utilities on 17th Street south of Avenue J. Consultant shall provide 2D utility map in CAD and PDF to avoid utility conflicts with proposed sewer line on 17th Street corridor for Phase 1.

EXHIBIT 1-H: SCOPE OF SERVICES

INTRODUCTION

On April 1, 2020, the City executed a Task Order for Design Services with Kimley-Horn and Associates, Inc. (KHA).

On April 9, 2020, the City executed a Revised Task Order for Additional Authorization for additional traffic analysis services for design services with KHA.

On October 1, 2020, the City executed a Second Revised Task Order for Additional Authorization to provide further additional traffic analysis and design services.

On December 14, 2020, the City executed a Third Revised Task Order for Additional Authorization to provide further additional project management, surveys, and design services.

On November 29, 2021, the City executed a Fourth Revised Task Order for Additional Authorization to provide further additional project management, surveys, and design services.

On March 30, 2022, the City executed a Fifth Revised Task Order for Additional Authorization to provide further additional project management, design services, mapping and surveying services, and right-of-way engineering services.

On September 14, 2022, the City executed a Sixth Revised Task Order for Additional Authorization to provide additional project management, right-of-way engineering services, and design services.

Under this Additional Authorization No. 7, the Consultant (or Sub-Consultant) shall provide further additional project management, mapping and surveying services, right-of-way engineering services, and design services.

A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2-H and payment and fees by tasks and sub-tasks table is included in Exhibit 3-H.

PROJECT APPROACH

In April 2022, the City directed KHA to split the LHD project into two phases with Phase 1 providing roadway to accommodate the LifePoint development and stormwater and sewer backbone systems along 17th Street West and 18th Street West and associated connections to existing facilities. 100% plans were prepared for the improvements and the City advertised the project for construction.

The Final Phase 1 100% deliverable was submitted to the City on August 8, 2022. This deliverable included signed plans, cost estimate, and bid schedule. After the bid package was advertised, KHA worked with the City on addressing additional comments regarding quantities, utility relocations, demolition limits, signing and striping, sewer design, and storm drain design. An addendum was prepared, and this task addresses the changes requested and completed for the Addendum No. 1.

Private Property coordination is required as we work through the details of the project and impacts on the various parcels involved in the design. This is primarily related to Home Depot, Learn 4 Life, and Antelope Valley Hospital (AVH) parcels. The City and KHA conducted meetings with private property owners in early 2022 to assess property impacts and obtain feedback for proposed improvements to their facilities. These meetings focused on parking impacts, utility relocations, fire access, truck circulation, and construction phasing.

Additional field pick up surveys were required at both Home Depot and Learn 4 Life to adequately provide design conforms on the completed plans.

The 90% LHD deliverables were submitted to the City on September 28th, 2021, which included plans, estimate, response to comments, as well as overall exhibits for civil improvements and proposed utilities for the entire project. As a result of reviews and the complexity of the design, separate plans were determined to be needed for the off-street improvements affecting the properties to properly convey the design of the improvements within the private property areas for Home Depot, Learn 4 Life, and for AVH and to develop these plans as a first step in completing the Phase 2 construction package. These private construction packages were also required to support the right-of-way acquisition of these parcels to provide complete plans for review by the property owners. Through the City and KHA meetings with the private property owners in early 2022, the team determined that a separate set of plans was needed for private property to better identify impacts from LHD project and proposed improvements. These plan sets are required to complete the construction at each affected parcel and will be used to communicate to the right-of-way team and property owners during the appraisal and acquisition of the required right-of-way.

These site plans include details for reconfigured parking, interim and ultimate access, and revisions to utility and drainage, street lighting, landscaping, and grading and paving. These separate plan sets are being prepared for the more complex sites (Home Depot, Learn 4 Life, and AVH) parcels to provide complete plans and details adjacent to the streets to allow adequate reviews and ultimately as-built drawings for the property owners. The original scope assumed that the design would be represented on the street plans and include details of the various items. This approach did not work, and separate plan sheets are required for the Home Depot (22 sheets), Learn 4 Life (22 sheets) and the AVH (31 sheets) parcels to provide details of the improvements and impacts on the existing facilities. The remainder of the private parcel improvements for the other ownerships will be included in the street plans as originally anticipated.

The Phase 2 construction package is anticipated to include the remaining items from the Phase 1 construction on 18th Street West (curbs, gutters, sidewalks, catch basins, final pavement lifts, landscaping and irrigation, street lighting, and intersection signal plans at Avenue J, etc.), as well as the remaining the remaining LHD street, storm drain, sewer, landscaping and irrigation, street lighting, traffic signal, and intersection improvements for the remainder of the improvements that were included in the 90% plans for the project and will also include the integration of the private parcel improvements identified in item 90% Private Property Plans, described above at the impacted properties (Home Depot, Learn 4Life, Antelope Valley Hospital and others) addressing the City comments.

Since the 90% plans were submitted in late 2021, the project has progressed with the completion and bidding of Phase 1 as outlined above, with development and approvals of plat and legal descriptions, coordination with utility companies on conflicts and service connections, and comments received from the City and property owners of adjacent project improvements including AVH and LifePoint. Phase 1 design required modifications to the Phase 2 plans for civil, drainage, and utility design on 18th Street West. KHA worked closely with the City during development of plat and legal descriptions and revisions rippled into changes to proposed City right-of-way for Phase 2, which require adjustments to the final design. KHA also received comments from the City and property owners requiring modifications to civil, sewer, drainage, water, and landscape design on the remaining portions of the original 90% plan set.

The City and KHA coordinated with utility companies including the LA County Fire Department, LA County Sanitation District, and LA County Waterworks Districts to collect their feedback, address conflicts, and adjust proposed facilities as necessary to meet their requests.

KHA will provide a combined set of 95% plans, estimates and response to comments (90% Private Plans and 90% LHD Plans) for submittal to the City and stakeholders for review.

The Phase 2 100% combined LHD plans will be prepared to include the entire project improvements that will connect to the Phase 1 improvements and incorporate the private parcel plans and review comments from the combined 95% Phase 2 set of plans and estimates. KHA will incorporate final feedback and develop the Phase 2 Draft 100% LHD plans to ensure construction notes and details match the City bid set.

The following scope of work was developed to address the scope of changes referenced above:

TASK 1 PHASE 1 100% ADDENDUM NO. 1

The Consultant provided addendum to signed 100% Phase 1 deliverable submitted to City on August 8, 2022. The addendum addresses City comments received after signed 100% Phase 1 deliverables were submitted and includes revised civil plans, utility plans, signing and striping plans, cost estimate,

bid schedule, materials report, Metro Sustainable Design Plan memo, and response to comments. The aggressive schedule of Phase 1 contributed to the need for this addendum.

TASK 2 ADDITIONAL PROJECT ADMINISTRATION AND MANAGEMENT

The original project schedule spanned for 13 months from March 2020 to April 2021. The original scope was amended six times and as a result, the schedule is now extended to April 2023. The Consultant is now requesting additional extended project management time to account for the schedule extension of 1 additional month to May 2023.

The Consultant shall perform project management, scheduling, quality control, and quality assurance tasks necessary to maintain the project schedule, budget, and deliverables to the City for the extended schedule duration of one (1) month.

TASK 3 PROPERTY OWNERS COORDINATION

The Consultant shall coordinate with City and property owners to identify design solutions for improvements within private property and provide supplemental information including vehicle turning templates, parking impacts analysis, and construction phasing strategies to support proposed improvements.

TASK 4 ADDITIONAL SURVEYS FOR PHASE 1 AND PRIVATE PROPERTY SITE PLANS

The Consultant shall perform additional field surveys on 17th Street West north of Avenue J for Phase 1 design and on private properties including Home Depot, Learn 4 Life, Antelope Valley Hospital parcels, and parcels adjacent to Lowtree Ave and Avenue J-2 intersection for Phase 2 Site Plans.

TASK 5 PHASE 2 90% PRIVATE PROPERTY SITE PLANS

The Consultant shall develop 90% site plans for the private properties listed below:

- HD Development of Maryland Inc. (APN 3123-004-045)
- Crowne Point Equity, LLC (Learn 4 Life) (APN 3123-004-047), (includes properties below)
 - K&M Commercial LLC (APN 3123-004-046)
 - Palmdale Grand Plaza LLC (APN 3123-004-048)
- Antelope Valley Hospital District (APN 3123-004-909)
- Antelope Valley Hospital District (APN 3123-004-907)

90% Site Plans shall include key map, demolition plan, horizontal control plan, grading and drainage plan, construction details, utility plan, utility construction details, fire access plan, electrical plan,

photometric analysis plan, electrical details, landscape plan, landscape details, irrigation plan, and irrigation details.

The Consultant shall incorporate detailed design of proposed improvements on private properties for final design and support of appraisals as listed below into Phase 2 95% LHD Plans. This work includes modifications to surface drainage, street lighting, landscaping, parking spots, grading, and utility relocations:

- Tane, LLC (APN 3123-003-099)
- Fourr James Owen James Fourr Trust (APN 3123-003-100)
- Antelope Valley Hospital District (APN 3123-001-921)
- Lancaster School District (3123-012-902)
- Palmdale Grand Plaza, LLC (3123-004-037)
- Palmdale Grand Plaza, LLC (3123-004-038)
- J 4 Development (3123-016-004)
- J 4 Development (3123-016-005)

TASK 6 PHASE 2 95% COMBINED PRIVATE AND LHD PLANS

Phase 2 95% Plans will combine the plans developed for the private properties with the street improvement plans and will include horizontal and vertical adjustments required due to Phase 1 design, right-of-way adjustments from final plat and legal descriptions, address 90% comments received from City, and incorporate input from coordination with utility companies.

Phase 2 95% LHD Plans will also include updated survey control plans, typical cross sections, demolition plans, street improvement plans, construction details, sewer improvement plans, storm drainage improvement plans, water system improvement plans, street lighting plans, signing and striping plans, traffic signal plans, interconnect plan, landscape plans, and irrigation plans to the previously submitted 90% deliverables.

TASK 7 PHASE 2 100% COMBINED PRIVATE PROPERTY SITE PLANS AND LHD PLANS

Phase 2 Draft 100% Plans will address comments from the City on 95% combined plans, incorporate changes to utilities design from coordination with utility companies, and ensure construction notes and details match the City specs for bidding.

Phase 2 Final 100% Plans will address comments from the City on the Draft 100% combined set of Draft 100% plans and estimates to complete the submittal and ready the project for advertisement.

EXHIBIT “2”

SCHEDULE

- A. Task Order 6 – Schedule
- B. Revised Task Order 6 – Schedule
- C. Second Revised Task Order 6 – Schedule
- D. Third Revised Task Order 6 – Schedule
- E. Forth Third Revised Task Order 6 – Schedule
- F. Fifth Revised Task Order 6 – Schedule
- G. Sixth Revised Task Order 6 – Schedule\
- H. Seventh Revised Task Order 6 - Schedule

EXHIBIT 2-A: SCHEDULE

Milestone tasks and tentative schedule based on funding agreement dates are included in Tables 3.1. The schedule is a critical timeline that must be adhered to due to deadline constraints required by LACMTA, therefore, all the following tasks must be completed on or before the due dates listed.

In order to preserve grant funding, time is of the essence. Immediately following selection, the selected Consultant will be notified with a Notice of Intent to Award. Task Order and Purchase Order will be processed and executed as soon as possible following selection, and shall be in place prior to Notice to Proceed.

Milestone	Schedule Completed By
Design Award (Council)	03/24/2020
Design Notice to Proceed	03/30/2020
Preliminary Engineering (Survey/30% Plans)	06/12/2020
Environmental Documentation Approval	09/20/2020
Design (60% Plans)	07/31/2020
Right-of-Way Acquisition/Certification	03/20/2021
Design (90% PS&E)	10/16/2020
Design (100% PS&E)	12/04/2020
Advertise	04/27/2021

City review periods, as noted in Exhibit 1, are included in this schedule; no additional time will be awarded for allowable time with City.

With submittal of a Proposal, the Consultant acknowledges understanding and awareness of the proposed schedule. No price adjustments will be permitted for acceleration.

EXHIBIT 2-B: SCHEDULE

Milestone tasks and tentative schedule based on funding agreement dates are included in Exhibit 2-A and 2-B. The schedule is a critical timeline that must be adhered to due to deadline constraints required by LACMTA, therefore, all the following tasks must be completed on or before the due dates listed.

In order to preserve grant funding, time is of the essence. Immediately following selection, the selected Consultant will be notified with a Notice of Intent to Award. Task Order and Purchase Order will be processed and executed as soon as possible following selection, and shall be in place prior to Notice to Proceed.

Milestone	Schedule Completed By
Notice to Proceed	04/09/2020
Existing Conditions Operations Model	1 week from NTP
Review trip generation, Intersection Forecasts	2 weeks from NTP
VMT Metrics and Analysis	5 weeks from NTP
Intersection Analysis	5 weeks from NTP
Draft Report	6 weeks from NTP

City review periods, as noted in Exhibit 1-B, are included in this schedule; no additional time will be awarded for allowable time with City.

With submittal of a Proposal, the Consultant acknowledges understanding and awareness of the proposed schedule. No price adjustments will be permitted for acceleration.

EXHIBIT 2-C: SCHEDULE

Milestone tasks and tentative schedule based on funding agreement dates are included in Exhibit 2-A, 2-B, and 2-C. The schedule is a critical timeline that must be adhered to due to deadline constraints required by LACMTA, therefore, all the following tasks must be completed on or before the due dates listed.

In order to preserve grant funding, time is of the essence. Immediately following selection, the selected Consultant will be notified with a Notice of Intent to Award. Task Order and Purchase Order will be processed and executed as soon as possible following selection, and shall be in place prior to Notice to Proceed.

Milestone	Schedule Completed By
Notice to Proceed	10/02/2020
Review trip generation, Intersection Forecasts	10/09/2020
Draft Traffic Impact Analysis Addendum	10/16/2020
Revised Conceptual Roadway Plans (2 nd 30%)	11/13/2020
Design (60% Plans)	1/22/2021
Design (90% PS&E)	04/16/2021
Environmental Documentation Approval	04/27/2021
Design (100% PS&E)	06/18/2021
Right-of-Way Acquisition/Certification	10/27/2021
Advertise	12/04/2021

City review periods, as noted in Exhibit 1-A, 1-B, and 1-C, are included in this schedule; no additional time will be awarded for allowable time with City.

With submittal of a Proposal, the Consultant acknowledges understanding and awareness of the proposed schedule. No price adjustments will be permitted for acceleration.

EXHIBIT 2-D: SCHEDULE

No change authorized with Additional Authorization No. 3.

EXHIBIT 2-E: SCHEDULE

Milestone tasks and tentative schedule based on funding agreement dates are included in Exhibit 2-A, 2-B, 2-C, and 2-D. The schedule is a critical timeline that must be adhered to due to deadline constraints required by LACMTA, therefore, all the following tasks must be completed on or before the due dates listed.

In order to preserve grant funding, time is of the essence. Immediately following selection, the selected Consultant will be notified with a Notice of Intent to Award. Task Order and Purchase Order will be processed and executed as soon as possible following selection, and shall be in place prior to Notice to Proceed.

Milestone	Schedule Completed By
Notice to Proceed	12/01/2021
Design (100% PS&E)	04/15/2022
Right-of-Way Acquisition/Certification	08/01/2022
Advertise	09/04/2022

City review periods, as noted in Exhibit 1-A, 1-B, 1-C, and 1-D, are included in this schedule; no additional time will be awarded for allowable time with City.

With submittal of a Proposal, the Consultant acknowledges understanding and awareness of the proposed schedule. No price adjustments will be permitted for acceleration.

EXHIBIT 2-F: SCHEDULE

Milestone tasks and tentative schedule based on funding agreement dates are included in Exhibit 2-A, 2-B, 2-C, 2-E, and 2-F. The schedule is a critical timeline that must be adhered to due to deadline constraints required by LACMTA, therefore, all the following tasks must be completed on or before the due dates listed.

In order to preserve grant funding, time is of the essence. Immediately following selection, the selected Consultant will be notified with a Notice of Intent to Award. Task Order and Purchase Order will be processed and executed as soon as possible following selection, and shall be in place prior to Notice to Proceed.

Milestone	Schedule Completed By
Notice to Proceed	03/24/2022
Design (100% PS&E)	07/15/2022
Right-of-Way Acquisition/Certification	11/30/2022
Advertise	12/01/2022

City review periods, as noted in Exhibit 1-A, 1-B, 1-C, 1-D, and 1-E, are included in this schedule; no additional time will be awarded for allowable time with City.

With submittal of a Proposal, the Consultant acknowledges understanding and awareness of the proposed schedule. No price adjustments will be permitted for acceleration.

EXHIBIT 2-G: SCHEDULE

Milestone tasks and tentative schedule based on funding agreement dates are included in Exhibit 2-A, 2-B, 2-C, 2-E, 2-F, and 2-G. The schedule is a critical timeline that must be adhered to due to deadline constraints required by LACMTA, therefore, all the following tasks must be completed on or before the due dates listed.

In order to preserve grant funding, time is of the essence. Task Order will be processed and executed as soon as possible following selection, and shall be in place prior to Notice to Proceed.

Milestone	Schedule Completed By
Notice to Proceed	1 Business Day Post Task Order Execution
Design (100% PS&E) Phase 1	8/4/2022
Advertise Phase 1	8/14/2022
Design (100% PS&E) Phase 2	2/23/2023
Right-of-Way Acquisition/Certification	3/2/2023
Advertise Phase 2	3/19/2023
Bid Opening Phase 2	4/11/2023

City review periods, as noted in Exhibit 1-A, 1-B, 1-C, 1-D, 1-E, 1-F, and 1-G are included in this schedule; no additional time will be awarded for allowable time with City.

With submittal of a Proposal, the Consultant acknowledges understanding and awareness of the proposed schedule. No price adjustments will be permitted for acceleration.

EXHIBIT 2-H: SCHEDULE

Milestone tasks and tentative schedule based on funding agreement dates are included in Exhibit 2-A, 2-B, 2-C, 2-E, 2-F, 2-G, and 2-H. The schedule is a critical timeline that must be adhered to due to deadline constraints required by LACMTA, therefore, all the following tasks must be completed on or before the due dates listed.

In order to preserve grant funding, time is of the essence. Task Order will be processed and executed as soon as possible following selection, and shall be in place prior to Notice to Proceed.

Milestone	Schedule Completed By
Notice to Proceed	1 Business Day Post Task Order Execution
Design (Draft 95% PS&E) Phase 2	12/16/2022
Design (Draft 100% PS&E) Phase 2	2/17/2023
Design (Final 100% PS&E) Phase 2	4/14/2023
Right-of-Way Acquisition/Certification	4/30/2023
Advertise Phase 2	4/26/2023
Bid Opening Phase 2	5/16/2023

City review periods, as noted in Exhibit 1-A, 1-B, 1-C, 1-D, 1-E, 1-F, 1-G, and 1-H are included in this schedule; no additional time will be awarded for allowable time with City.

With submittal of a Proposal, the Consultant acknowledges understanding and awareness of the proposed schedule. No price adjustments will be permitted for acceleration.

EXHIBIT “3”

FEE SCHEDULE

The Consultant shall maintain separate costs and shall identify the specific costs. The costs under this task order shall include:

- A. Task Order 6 – Payment and Fees
- B. Revised Task Order 6 – Payment and Fees
- C. Second Revised Task Order 6 – Payment and Fees
- D. Third Revised Task Order 6 – Payment and Fees
- E. Forth Revised Task Order 6 – Payment and Fees
- F. Fifth Revised Task Order 6 – Payment and Fees
- G. Sixth Revised Task Order 6 – Payment and Fees
- H. Seventh Revised Task Order 6 - Payment and Fees

<u>Original Authorization:</u>	\$2,169,389.00
<u>Previous Addt'l Authorizations:</u>	\$1,096,994.00
<u>Authorization No. 7:</u>	\$498,768.00
<u>Total Not To Exceed:</u>	\$3,765,151.00

EXHIBIT 3-A: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	PROJECT ADMINISTRATION AND MANAGEMENT	<u>\$126,995.00</u>
1.1	Work Plan	
1.2	Meetings	
1.2.1	Kick-off Meeting	
1.2.2	Progress Meetings	
1.2.3	Additional Meetings	
1.3	Project Management	
1.4	Quality Assurance & Quality Control	
1.5	Permits	
2.	RESEARCH	<u>\$30,093.00</u>
2.1	Utilities	
2.2	Survey Records	
2.3	Mapping and Right-of-way (ROW)	
2.4	Incidental Research	
3.	DESIGN ENGINEERING AND SURVEYS	<u>\$261,772.00</u>
3.1	Design Surveys	
3.2	Geotechnical	
3.3	Potholing	
3.4	Geometric Layout	
4.	SCOPING OF IMPROVEMENTS	<u>\$34,894.00</u>
5.	ENGINEERING PLANS, SPECIFICATIONS, AND ESTIMATES	<u>\$1,464,891.00</u>
5.1	Engineering Plans	
5.1.1	Conceptual Plans (30%)	
5.1.2	Preliminary Plans (60%)	
5.1.3	Final Plans (90%)	
5.1.4	Final Plans (100%) Signed for Bid	
5.2	Specifications	
5.3	Cost Estimate	
5.4	Submittal Requirements	

EXHIBIT 3-A: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
6.	RIGHT-OF-WAY (ROW) CERTIFICATION	<u>\$240,723.00</u>
6.1	Project Management	
6.2	Prepare Right of Way Engineering Documents	
6.3	Preliminary Title Report and Investigations	
6.4	Minimum Value Estimate (MVE)	
6.5	Negotiations with Property Owner(s)	
6.6	Escrow/Title Clearance	
6.7	Obtain Dedication	
7.	DELIVERABLES	<u>\$10,021.00</u>
7.1	Project Administration and Management	
7.2	Research	
7.3	Design Engineering and Surveys	
7.4	Scoping of Improvements	
7.5	Engineering Plans, Specifications, and Estimates	
7.6	Right-of-Way Acquisition	
TOTAL COST*		
TIME AND MATERIALS NOT TO EXCEED		<u>\$2,169,389.00</u>
TOTAL COST AMOUNT WRITTEN IN WORDS		
<u>Two million, one hundred and sixty-nine thousand, three hundred and eighty-nine dollars</u>		

* In support of Exhibit 3, Consultant shall provide two fee grids (in table format), with an itemized breakdown by:

- a. Hours** and Personnel
- b. Rate and Personnel

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

Anticipated Level of Effort Staff/Task	KIMLEY-HORN AND ASSOCIATES, INC.																	Vertex	Fehr & Peers	Taft	OPC	EMI	Total Budget				
	Roadway					Traffic					Utilities					Landscaping		Kimley-Horn Totals									
	Project Manager - Bob Burne	Senior Engineer (Professional II)	Project Engineer (Professional I)	Roadway Project Engineer (Eugene Huang)	Analyst	Admin Support	Traffic Manager (Sh)	OC (Sowmya)	Traffic Project Engineer (Roxanabella)	Traffic Design Engineer (Andi/Angela)	Utility Manager (Ryan Chapman)	Senior Civil/OC (Michael Choi/Ron Locera)	Utility Project Engineer (Mait S/Joe S)	Drainage Designer (Lupita Astoria)	Utility Designers (Kacy Wong/Ryan Lim)	Landscape Manager (Randall Koepf)	Landscape Designer	KHA Hours Total	KHA Labor Totals	KHA Expense Totals	Surveys*	Traffic Forecasting*		Pathfinding*	Right of Way Acquisition*	Geotechnical*	
Billing Rates	\$ 320	\$ 220	\$ 185	\$ 155	\$ 130	\$ 95	\$ 225	\$ 210	\$ 155	\$ 130	\$ 185	\$ 250	\$ 155	\$ 135	\$ 130	\$ 200	\$ 145										
TASK 1: Project Management & Coordination	66	58	100	40	0	30	14	40	14	0	92	64	32	0	0	24	24	598	\$ 121,410	\$ 5,585	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 126,995	
1.1 Work Plan	2	6	8	0	0	2												18	\$ 3,630	\$ 167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,797	
1.2 Meetings	28	12	40	40	0	8	14	0	14	0	48	24	24	0	0	24	24	300	\$ 58,160	\$ 2,675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,835	
Kick-Off Meeting	4	4	8	8	0	2	4				4	4				4	4	50	\$ 9,710	\$ 447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,157	
Progress Meetings (8 monthly meetings)	16	0	24	24	0	4	10		10		20	20				10	10	148	\$ 29,610	\$ 1,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,972	
Additional Meetings (after submittals 30, 60, 90)	8	8	8	8	0	2	0	0	0	0	24	0	24	0	0	10	10	102	\$ 18,840	\$ 867	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,707	
1.3 Project Management (12 months)	24	0	24	0	0	18												66	\$ 13,830	\$ 636	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,466	
1.4 Quality Assurance & Quality Control	8	40	20	0	0	2		40			40	40						190	\$ 41,050	\$ 1,888	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,938	
1.5 Permits	4	0	8	0	0	0					4	0	8	0	0			24	\$ 4,740	\$ 218	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,958	
TASK 2: Research	16	4	28	16	40	10	0	0	0	0	20	4	24	4	0			166	\$ 28,770	\$ 1,323	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,093	
2.1 Utilities (A, B, C)	4	0	8	16	40	4						8			0			84	\$ 12,800	\$ 589	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,389	
2.2 Survey Records	2	0	4	0	0	2					16	4	16	4				48	\$ 8,550	\$ 393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,943	
2.3 Mapping and Right-of Way (ROW)	2	4	4	0	0	2												12	\$ 2,450	\$ 113	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,563	
2.4 Incidental Research	8	0	12	0	0	2												22	\$ 4,970	\$ 229	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,199	
TASK 3: Design Engineering and Surveys	14	4	56	96	72	8	5	5	20	20	15	4	15	10	20			364	\$ 58,645	\$ 2,698	\$ 97,460	\$ 8,767	\$ 35,000	\$ -	\$ 59,202	\$ 261,772	
3.1 Design Surveys	4	0	16	40	8	2					5		5	10	10			100	\$ 16,020	\$ 737	\$ 97,460	\$ -	\$ -	\$ -	\$ -	\$ 114,217	
3.2 Geotechnical	2	0	4	0	0	2												12	\$ 2,450	\$ 113	\$ -	\$ -	\$ -	\$ -	\$ 59,202	\$ 61,765	
3.3 Potholing	2	0	8	16	10	2				10	4	10		10				62	\$ 10,490	\$ 483	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ 45,973	
3.4 Geometric Layout	6	0	28	40	64	2	5	5	20	20								190	\$ 29,685	\$ 1,366	\$ -	\$ 8,767	\$ -	\$ -	\$ -	\$ 39,818	
Capacity Analysis	2	0	4	0	0	2	5	5	20	20								58	\$ 9,445	\$ 434	\$ -	\$ 8,767	\$ -	\$ -	\$ -	\$ 18,646	
Horizontal Layout	4	0	24	40	64	0												132	\$ 20,240	\$ 931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,171	
TASK 4: Scoping of Improvements	14	0	28	8	8	4	12	0	20	8	32	24	8	0	8			174	\$ 33,360	\$ 1,535	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,894	
PSRE	2	0	4	0	0	0	2		4	8	8	8						28	\$ 5,930	\$ 273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,203	
Draft Environmental Document	4	0	8	0	0	2	4		4	8	8	8						38	\$ 7,950	\$ 366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,316	
Draft District Master Plan	4	0	8	0	0	2	2		4	8	8	8						34	\$ 7,500	\$ 345	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,845	
Field Walk	4	0	8	8	8	0	4		8	8	8	8		8				72	\$ 11,980	\$ 557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,531	
TASK 5: Engineering Plans, Specifications and Estimates	76	48	836	1600	2704	92	110	80	682	1060	104	80	460	180	880	120	306	9418	\$ 1,400,470	\$ 64,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,464,891	
5.1 Engineering Plans	56	32	760	1520	2680	68	88	70	648	1060	88	72	400	180	880	100	260	8962	\$ 1,321,440	\$ 60,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,382,226	
5.1.1 Conceptual Plans (30%)	16	8	160	280	480	8	24	12	80	220	24	24	130	80	220	20	60	1846	\$ 274,650	\$ 12,634	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 274,650	
5.1.2 Preliminary Plans (60%)	16	8	220	480	940	16	24	24	280	360	24	16	140	40	280	30	80	2978	\$ 435,880	\$ 20,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 435,880	
5.1.3 Final Plans (90%)	16	8	220	480	940	20	24	22	240	320	24	16	90	40	220	30	80	2790	\$ 408,890	\$ 18,809	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 408,890	
5.1.4 Final Plans (100%) Signed for Bid	8	8	160	280	320	24	16	16	12	48	160	16	140	20	160	20	40	1348	\$ 205,020	\$ 9,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 205,020	
5.2 Specifications	8	8	40	16	0	8	10	10	10	16	8	8	40	20	160	10	16	192	\$ 34,860	\$ 1,604	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,464	
5.3 Cost Estimates	4	8	20	40	0	8	12		24		8		20			10	30	184	\$ 31,050	\$ 1,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,478	
5.4 Submittal Requirements	8	0	16	24	24	8										10	30	80	\$ 13,120	\$ 604	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,724	
TASK 6: Right of Way (ROW) Acquisition	32	0	40	0	0	14												86	\$ 18,970	\$ 873	\$ 27,500	\$ -	\$ -	\$ 193,380	\$ -	\$ 240,723	
6.1 Project Management	4	0	8	0	0	2												14	\$ 2,950	\$ 136	\$ -	\$ -	\$ -	\$ 20,900	\$ -	\$ 23,986	
6.2 Prepare Right of Way Engineering Documents	4	0	8	0	0	2												14	\$ 2,950	\$ 136	\$ 27,500	\$ -	\$ -	\$ -	\$ -	\$ 30,586	
6.3 Preliminary Title Report and Investigations	4	0	4	0	0	2												10	\$ 2,210	\$ 102	\$ -	\$ -	\$ -	\$ 7,150	\$ -	\$ 9,462	
6.4 Minimum Value Estimates (MVE)	4	0	4	0	0	2												10	\$ 2,210	\$ 102	\$ -	\$ -	\$ -	\$ 90,200	\$ -	\$ 92,512	
6.5 Negotiations with Property Owner(s)	8	0	8	0	0	2												18	\$ 4,230	\$ 195	\$ -	\$ -	\$ -	\$ 63,030	\$ -	\$ 67,455	
6.6 Escrow/Title Clearance	4	0	4	0	0	2												10	\$ 2,210	\$ 102	\$ -	\$ -	\$ -	\$ 9,900	\$ -	\$ 12,212	
6.7 Obtain Dedication	4	0	4	0	0	2												10	\$ 2,210	\$ 102	\$ -	\$ -	\$ -	\$ 2,200	\$ -	\$ 4,512	
TASK 7: Deliverables	6	0	28	16	0	0												50	\$ 9,580	\$ 441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,021	
7.1 Project Administration and Management	1	0	4	0	0	0												5	\$ 1,060	\$ 49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,109	
7.2 Research	1	0	4	0	0	0												5	\$ 1,060	\$ 49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,109	
7.3 Design Surveys and Engineering	1	0	4	0	0	0												5	\$ 1,060	\$ 49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,109	
7.4 Scoping of Improvements	1	0	4	0	0	0												5	\$ 1,060	\$ 49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,109	
7.5 Engineering Plans, Specifications and Estimates	1	0	8	16	0	0												25	\$ 4,280	\$ 197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,477	
7.6 ROW Acquisition	1	0	4	0	0	0												5	\$ 1,060	\$ 49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,109	
Total Hours/Budget	224	114	1116	1776	2824	158	141	125	736	1,088	263	176	539	194	908	144	330	10,856	\$ 1,671,205	\$ 76,875	\$ 124,960	\$ 8,767	\$ 35,000	\$ 193,380	\$ 59,202	\$ 2,169,389	
* subs costs include 10% markup (not ODC's)						6,212				2,090					2,080		474										\$ 2,169,389

EXHIBIT 3-B: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	PROJECT MANAGEMENT AND MEETINGS	<u>\$1,500.00</u>
2.	DATA COLLECTION AND INTERSECTION FORECASTS	<u>\$8,950.00</u>
3.	INTERSECTION AND VMT ANALYSIS	<u>\$42,028.00</u>
4.	RECOMMEND MITIGATION MEASURES	<u>\$10,751.00</u>
5.	DOCUMENTATION	<u>\$27,484.00</u>
		<hr/>
		TOTAL COST*
		TIME AND MATERIALS NOT TO EXCEED <u>\$90,713.00</u>

TOTAL COST AMOUNT WRITTEN IN WORDS _____
NINETY THOUSAND, SEVEN HUNDRED AND THIRTEEN DOLLARS

* In support of Exhibit 3-B, Consultant shall provide two fee grids (in table format), with an itemized breakdown by
 a. Hours** and Personnel
 b. Rate and Personnel

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1-B, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

Updated Fee (Additional Proposed Intersections)

Task	PIC	PM	Professional	Analyst	Fehr and Peers		Total Fee
	\$ 320	\$ 250	\$ 210	\$ 135	hours	fee	
1. Project Management and Meetings	0	6					\$ 1,500
2. Data Collection and Intersection Forecasts		6	6	10	24	\$ 4,840.00	\$ 8,950
3. Intersection and VMT Analysis		12	32	180	44	\$ 8,008.00	\$ 42,028
4. Recommend Mitigation Measures		8	12	20	18	\$ 3,531.00	\$ 10,751
5. Documentation	0	16	34	80	26	\$ 5,544.00	\$ 27,484
Total		48	84	290	112	\$ 21,923	\$ 90,713

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EXHIBIT 3-C: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	TRAFFIC IMPACT ANALYSIS ADDENDUM	<u>\$9,800.00</u>
2.	REVISED CONCEPTUAL ROADWAY PLANS (2ND 30%)	<u>\$85,935.00</u>
TOTAL COST*		
TIME AND MATERIALS NOT TO EXCEED		<u>\$95,735.00</u>

TOTAL COST AMOUNT WRITTEN IN WORDS _____
NINETY-FIVE THOUSAND, SEVEN HUNDRED AND THIRTY-FIVE DOLLARS

* In support of Exhibit 3-B, Consultant shall provide two fee grids (in table format), with an itemized breakdown by
 a. Hours** and Personnel
 b. Rate and Personnel

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1-C, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

EXHIBIT 3-D: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	ADDITIONAL PROJECT MANAGEMENT	<u>\$10,418.00</u>
2.	ADDITIONAL DESIGN SURVEYS	<u>\$18,466.00</u>
3.	REVISED ADDITIONAL CONCEPTUAL PLANS (2ND 30%)	<u>\$85,605.00</u>
		<hr/>
		TOTAL COST*
		TIME AND MATERIALS NOT TO EXCEED <u>\$114,489.00</u>

TOTAL COST AMOUNT WRITTEN IN WORDS ONE HUNDRED FOURTEEN THOUSAND, FOUR HUNDRED AND EIGHTY-NINE
DOLLARS

* In support of Exhibit 3-D, Consultant shall provide two fee grids (in table format), with an itemized breakdown by
 a. Hours** and Personnel
 b. Rate and Personnel

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1-D, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

Revised Utilities, Traffic Signals, Lighting and Design Surveys based on revised 30% Roadway Plans

	Project Manager	Senior Engineer (Professional II)	Project Engineer (Professional I)	Civil and Traffic Project Engineer	Analyst	Admin Support	Total Hours per Task	KHA Labor Total	KHA Expense Totals	Vertex Surveys	Total Task Budget
Update of 30% Utility Plans and Reoorts, 30% Lighting Plans, 30% Traffic Signal Plans, Additional Design Surveys and Additional Project Management											
Task 3 Revised Additional Conceptual Utility Plans (2nd 30%)		72	44	122	90	16	344	\$ 56,110	\$ 2,581		\$ 58,691
Update Sewer Area Study		12	6		30	4	52	\$ 8,030	\$ 369		\$ 8,399
Update Drainage Study		12	6	26	12	4	60	\$ 9,720	\$ 447		\$ 10,167
Update 30% Sewer Plans		12	8	24	12	2	58	\$ 9,590	\$ 441		\$ 10,031
Update 30% Storm Drain Plans		12	8	24	12	2	58	\$ 9,590	\$ 441		\$ 10,031
Update Water System Plans		12	8	24	12	2	58	\$ 9,590	\$ 441		\$ 10,031
Update Composite Utility Plans		12	8	24	12	2	58	\$ 9,590	\$ 441		\$ 10,031
Task 3 Revised Additional Conceptual Traffic and Lighting Plans (2nd 30%)		20	50	0	90	4	164	\$ 25,730	\$ 1,184		\$ 26,914
Update Street Lighting Plans (6 Sheets)	0	10	30		60	2	102	\$ 15,740	\$ 724		\$ 16,464
Update Street Traffic Signal Plans (6 Sheets)		10	20		30	2	62	\$ 9,990	\$ 460		\$ 10,450
Task 2 Additional Design Surveys	2			8			10	\$ 1,880	\$ 86	\$ 16,500	\$ 18,466
Task 1 Additional Project Management	24					24	48	\$ 9,960	\$ 458		\$ 10,418
Totals	26	184	188	252	360	64	1074	\$ 93,680	\$ 4,309	\$ 16,500	\$ 114,489

EXHIBIT 3-E: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	ADDITIONAL AVH SCOPE: RESEARCH	<u>\$5,157.00</u>
2.	ADDITIONAL AVH SCOPE: DESIGN SURVEYS	<u>\$42,000.00</u>
3.	AVENUE J, 20TH STREET WEST, AND 15TH STREET WEST STRIP MAPS	<u>\$14,519.00</u>
4.	REVISED PLANS FOR ROADWAY TRUCK CIRCULATION	<u>\$40,668.00</u>
5.	TRUCK CIRCULATION EXHIBITS	<u>\$16,998.00</u>
6.	PWCP 21-014 PEDESTRIAN GAP CLOSURE IMPROVEMENT PROJECT REVISIONS	<u>\$5,847.00</u>
TOTAL COST*		
TIME AND MATERIALS NOT TO EXCEED		<u>\$125,189.00</u>

TOTAL COST AMOUNT WRITTEN IN WORDS ONE HUNDRED
TWENTY-FIVE THOUSAND, ONE HUNDRED AND EIGHTY-NINE DOLLARS

* In support of Exhibit 3-E, Consultant shall provide two fee grids (in table format), with an itemized breakdown by
 a. Hours** and Personnel
 b. Rate and Personnel

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1-E, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

Additional Scope Item #		Project Manager (Bob)	Senior Engineer (Professional II) Michael,	Landscape Manager (Randall)	Project Engineer (Eugene, Matt Zach)	Analyst (Angelo, Katie, Joe, Clarissa)	Admin Support (Wendy)	Total Hours per Task	KHA Labor Total	KHA Expense Totals	Vertex Labor Total	PFI Labor Total	Total Task Budget
	Billing Rates	\$ 325	\$ 225	\$ 200	\$ 165	\$ 135	\$ 95						
1	Additional AVH Scope: As-Built and Utility Record Drawings Research	2			4	24	4	34	\$ 4,930	\$ 227			\$ 5,157
2	Additional AVH Scope: Boundaries Survey and Survey Areas	2			8	16	2				\$ 42,000		\$ 42,000
3	Ave J, 20th Street, and 15th Street Strip Maps												
	Develop 15th Street ultimate striping and strip maps for Ave J, 20th Street, and 15th Street corridors		2	4	8	64	2	80	\$ 10,600	\$ 488			\$ 11,088
	Coordinate with City on revisions for Ave J, 20th Street, and 15th Street corridors	4			12			16	\$ 3,280	\$ 151			\$ 3,431
4	Truck Circulation: Revisions to 18 th Street, Ave J-S, and 18 th Street/Home Depot Southerly Street RAB to accommodate WB-67 trucks	2			16	48	2	68	\$ 9,960	\$ 458			\$ 10,418
	Redesign 18 th Street and Home Depot Southerly Street sections to include wider traveled ways		8		16	48	2	74	\$ 11,110	\$ 511			\$ 11,621
	Redesign 18 th Street/Home Depot Southerly Street RAB to accommodate WB-67 trucks	2			16	48		66	\$ 9,770	\$ 449			\$ 10,219
	Redesign Home Depot Southerly Street to align with roundabout at 18 th /Home Depot Southerly Street				16	40		56	\$ 8,040	\$ 370			\$ 8,410
	Redesign curb returns at Ave J-8/18 th , Ave J/18 th , and Ave J-5/15 th to accommodate WB-67 trucks												
5	Truck Circulation: Exhibits for Home Depot, Learn4Life, and Ped Gap Revisions												
	Develop exhibits to show concepts for truck circulation at Home Depot and Learn4Life parcels	4			24	80	2	110	\$ 16,250	\$ 748			\$ 16,998
6	Ped Gap Revisions												
	Redesign Ped Gap improvements on Ave J-8 (15 th Street to 12 th Street) to ensure curb returns can accommodate aerial fire trucks	2			8	24	4	38	\$ 5,590	\$ 257			\$ 5,847
	Totals	18	10	4	128	392	18	542	\$ 79,530	\$ 3,658	\$ 42,000	\$ -	\$ 125,189

EXHIBIT 3-F: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	ADDITIONAL PROJECT ADMINISTRATION AND MANAGEMENT	<u>\$59,706.00</u>
2.	BOUNDARY SURVEY RESOLUTION	<u>\$107,483.00</u>
3.	RIGHT-OF-WAY SUPPORT	<u>\$98,685.00</u>
4.	ADDITIONAL AVH SCOPE: ENGINEERING PLANS, SPECIFICATIONS, AND ESTIMATES	<u>\$130,300.00</u>
5.	ADDITIONAL SCOPE RELATED TO AVE J LOCAL PHASE 1 CHANGE ORDER: ENGINEERING PLANS AND ESTIMATES	<u>\$29,769.00</u>
6.	ADDITIONAL GEOTECHNICAL (PAVEMENT) INVESTIGATIONS	<u>\$12,229.00</u>
TOTAL COST*		
TIME AND MATERIALS NOT TO EXCEED		<u>\$438,172.00</u>

TOTAL COST AMOUNT WRITTEN IN WORDS FOUR HUNDRED
THIRTY-EIGHT THOUSAND, ONE HUNDRED AND SEVENTY-TWO DOLLARS

* In support of Exhibit 3-F, Consultant shall provide two fee grids (in table format), with an itemized breakdown by
 a. Hours** and Personnel
 b. Rate and Personnel

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1-F, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

Amendment #5 -
Various Scope Revisions

Additional Scope Item #		Project Manager	Senior Engineer (Professional II)	Landscape Manager	Project Engineer	Analyst	Admin Support	Total Hours per Task	KHA Labor Total	KHA Expense Totals	Vertex Labor Total	PEI Labor Total	OPC Labor Total	Total Task Budget
	Billing Rates	\$ 325	\$ 225	\$ 200	\$ 165	\$ 135	\$ 95							
1	Project Management (12 Months) and Coordination (20 months of Weekly Mtgs)	128			80		24	232	\$ 57,080	\$ 2,626				\$ 59,706
2	Boundary Surveys Resolution	8			36	68	4	116	\$ 18,100	\$ 833	\$ 88,550			\$ 107,483
3	Right of Way Support	20			220	260	6	506	\$ 78,470	\$ 3,610			\$ 16,605	\$ 98,685
4	Additional AVH Scope	10	24	8	160	640	16	858	\$ 124,570	\$ 5,730				\$ 130,300
5	Ave J PS&E Local Phase 1 Change Order	12	24	8	20	100	8	172	\$ 28,460	\$ 1,309				\$ 29,769
6	Additional Pavement Investigations	2			8		2	12	\$ 2,160	\$ 99		\$ 9,970		\$ 12,229
	Totals	180	48	16	524	1068	60	1896	\$ 308,840	\$ 14,207	\$ 88,550	\$ 9,970	\$ 16,605	\$ 438,172

EXHIBIT 3-G: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	ADDITIONAL PROJECT ADMINISTRATION AND MANAGEMENT	<u>\$36,150.00</u>
2.	RIGHT OF WAY REQUIREMENTS / PLAT & LEGAL SUPPORT	<u>\$24,351.00</u>
3.	DRAFT 100% PHASE 1 PS&E	<u>\$93,847.00</u>
4.	FINAL 100% PHASE 1 PS&E	<u>\$70,208.00</u>
5.	SUBSURFACE UTILITY INVESTIGATIONS	<u>\$8,140.00</u>
TOTAL COST*		
TIME AND MATERIALS NOT TO EXCEED		<u>\$232,696.00</u>

TOTAL COST AMOUNT WRITTEN IN WORDS

TWO HUNDRED THIRTY-TWO THOUSAND, SIX HUNDRED AND NINETY-SIX DOLLARS

* In support of Exhibit 3-G, Consultant shall provide two fee grids (in table format), with an itemized breakdown by
 a. Hours** and Personnel
 b. Rate and Personnel

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1-G, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

Amendment #6 -
Splitting of Project - Phase 1 and misc R/W Support

Scope Item #		Project Manager	Senior Engineer (Professional II)	Landscape Manager	Project Engineer	Analyst	Admin Support	Total Hours per Task	KHA Labor Total	KHA Expense Totals	C Below Total	Total Task Budget
	<u>Billing Rates</u>	\$ 340	\$ 225	\$ 220	\$ 190	\$ 140	\$ 100					
1	Project Management and Meetings	64			40	20	24	148	\$ 34,560	\$ 1,590		\$ 36,150
2	Right of Way Requirements/Plat and Legal Support	10	8		32	80	8	138	\$ 23,280	\$ 1,071		\$ 24,351
3	Draft 100% Phase 1 PS&E	8	24		160	360	8	560	\$ 89,720	\$ 4,127		\$ 93,847
4	Final 100% Phase 1 PS&E	8	24		100	280	8	420	\$ 67,120	\$ 3,088		\$ 70,208
5	Subsurface Utility Investigations	0			4	7	0	11	\$ 1,740	\$ 80	\$ 6,320	\$ 8,140
	Totals	90	56	0	336	747	48	1277	\$ 216,420	\$ 9,956	\$ 6,320	\$ 232,696

EXHIBIT 3-H: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	PHASE 1 100% ADDENDUM NO. 1	<u>\$38,723.00</u>
2.	ADDITIONAL PROJECT ADMINISTRATION AND MANAGEMENT	<u>\$9,131.00</u>
3.	PROPERTY OWNERs COORDINATION	<u>\$8,441.00</u>
4.	ADDITIONAL SURVEYS FOR PHASE 1 AND PRIVATE PROPERTY SITE PLANS	<u>\$18,215.00</u>
5.	PHASE 2 90% PRIVATE PROPERTY SITE PLANS	<u>\$162,590.00</u>
6.	PHASE 2 95% COMBINED PRIVATE AND LHD PLANS	<u>\$153,616.00</u>
7.	PHASE 2 100% COMBINED PRIVATE AND LHD PLANS	<u>\$108,052.00</u>
TOTAL COST*		<u>\$498,768.00</u>
TIME AND MATERIALS NOT TO EXCEED		

TOTAL COST AMOUNT WRITTEN IN WORDS _____

Four hundred ninety-eight thousand, seven hundred and sixty-eight dollars _____

* In support of Exhibit 3-H, Consultant shall provide two fee grids (in table format), with an itemized breakdown by
 a. Hours** and Personnel
 b. Rate and Personnel

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1-H, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

LHD - Amendment #7
Private Property Improvements and completion of Phase 2 PS

#	Tasks	Project Manager	Senior Engineer (Professional II)	Landscape Manager	Project Engineer	Analyst	Admin Support	Total Hours per Task	KHA Labor Total	KHA Expense Totals	Vertex Surveying	Total Task Budget
	Billing Rates	\$ 340	\$ 295	\$ 225	\$ 190	\$ 145	\$ 100					
1	Phase 1 100% Addendum	4	8		48	164	4	228	\$ 37,020	\$ 1,703		\$ 38,723
2	Project Management (1 month @ 6 hrs/month)	6			0		6	12	\$ 2,640	\$ 121		\$ 2,761
2	Meetings (1 month @ 10 hrs/month)	10	2		10		2	24	\$ 6,090	\$ 280		\$ 6,370
3	Property Owners Coordination	8	2		24		2	36	\$ 8,070	\$ 371		\$ 8,441
4	Additional Surveys for Phase 1 and Private Property Site Plans	2			4		2	8	\$ 1,640	\$ 75	\$ 16,500	\$ 18,215
5	Phase 2 95% Private Property Design	8	36	24	120	780	8	976	\$ 155,440	\$ 7,150		\$ 162,590
6	Phase 2 95% LHD Plans	8	32	24	190	640	4	898	\$ 146,860	\$ 6,756		\$ 153,616
7	Phase 2 Draft 100% LHD Plans	8	24	16	120	460	4	632	\$ 103,300	\$ 4,752		\$ 108,052
	Totals	54	104	64	516	2044	32	2814	\$ 461,060.00	\$ 21,208.00	\$ 16,500.00	\$ 498,768.00