GATEWAY CITIES COUNCIL OF GOVERNMENTS

SR-91/I-605/I-405 Technical Advisory Committee

AGENDA

Tuesday, February 25, 2020 - 1:30 PM

Office of the Gateway Cities Council of Governments
2nd Floor Conference Room
16401 Paramount Boulevard, Paramount, CA
(Corner of Paramount & Jackson)

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE AT THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA, 90723. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The 91/605/405 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The 91/605/405 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the 91/605/405 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the 91/605/405 Technical Advisory Committee at the following times:

A. AGENDA ITEM: at this time the 91/605/405 Technical Advisory Committee considers the agenda item OR during Public Comments, and

B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the 91/605/405 Technical Advisory Committee agenda; and

C. PUBLIC HEARINGS: at the time for public hearings.

Please keep your comments brief and complete a speaker card for the Chair.
I. CALL TO ORDER

II. ROLL CALL – BY SELF INTRODUCTIONS

III. PLEDGE OF ALLEGIANCE

IV. AMENDMENTS TO THE AGENDA - This is the time and place to change the
order of the agenda, delete or add any agenda item(s).

V. PUBLIC COMMENTS

VI. MATTERS FROM STAFF

VII. CONSENT CALENDAR: All items under the Consent Calendar may be enacted
by one motion. Any item may be removed from the Consent Calendar and acted
upon separately by the Committee.

A. Approval of Minutes for the Meeting of September 24, 2019, of the SR-
91/I-605/405 Technical Advisory Committee

VIII. REPORTS

10 Min
A. 91/I-605/405 Hot Spots Program Update – Report by Carlos Montez (Metro)
   • I-605 Corridor Project
   • WB SR-91 Improvements from Shoemaker to I-605
   • SR 91 Acacia Court to Central Ave.
   • SR-91 Atlantic to Cherry Improvement Project.
   • Local Hot Spots Updates

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

10 Min
B. I-605 Hot Spots Monthly Updates – Oral Reports by Agencies
   • Update from the County of LA

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

15 Min
C. I-605 Beverly Interchange Project - Presentation by Metro
   • Presentation on the alternatives and steps moving forward.

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

20 Min
D. Measure R Funding Requests
• City of Paramount – Alondra Blvd Improvements (West City limit to East City limit)
• City of Long Beach - NB I-605 Soundwall near Spring Street Project (to complete design and construction)

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

10 Min

E. Current Program Funding Update
   • Cash Flow & Invoicing Status (Non-Freeway) - Oral Report by Metro
   • Cash Flow & Invoicing Status (Highway Funds) - Oral Report by Metro

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

10 Min

F. SR-91 Aesthetics Guidelines Adoption for Corridor - Oral Report by Kekoa

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

10 Min

G. 91/605/405 TAC response to Metro Motion 51 Regarding Governor’s Executive Order to Align the Metro Highway Program with State Emissions Reduction Goals.

SUGGESTED ACTION: A MOTION TO SUPPORT A RESPONSE REGARDING THE GOVERNORS EXECUTIVE ORDER REGARDING THE ALIGNMENT OF HIGHWAY PROGRAMS WITH STATE EMISSIONS REDUCTION GOALS

10 Min

H. Measure R Ordinance Preliminary 10-Year Review and Potential Amendments program

SUGGESTED ACTION: A MOTION TO SUPPORT THE 605 HOTSPOTS MEASURE R PROGRAM REMAINING STATUS QUO WITHOUT CONSIDERATION OF POTENTIAL AMENDMENTS TO THE CURRENT PROGRAM.

10 Min

I. Gateway Cities COG Engineer - Report by Kekoa Anderson/Yvette Kirin

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

IX. COMMENTS FROM COMMITTEE MEMBERS

X. ADJOURNMENT
NOTICE: New items will not be considered after 4:00 PM. unless the Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next scheduled meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.
VII. CONSENT CALENDAR
Item A.
Minutes
September 24, 2019
MINUTES OF THE
SR-91/I-605/I-405 CORRIDOR CITIES
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Gateway Cities COG Office, 16401 Paramount Blvd., Paramount
September 24, 2019

I. CALL TO ORDER

The meeting was called to order by Noe Negrete at 1:34 p.m.

II. ROLL CALL

Roll Call was taken by self-introductions.

COMMITTEE MEMBERS:

<table>
<thead>
<tr>
<th>Name</th>
<th>City / Agency</th>
<th>Present</th>
<th>Absent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Okina Dor</td>
<td>Artesia</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Jerry Stock (Vice Chair)</td>
<td>Bellflower</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kanna Vancheswaran (Alternate)</td>
<td>Cerritos</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Wendell Johnson</td>
<td>Compton</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Ed Norris</td>
<td>Downey</td>
<td></td>
<td></td>
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<tr>
<td>Bill Pagett</td>
<td>Hawaiian Gardens</td>
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<td>X</td>
</tr>
<tr>
<td>Bing Hyun</td>
<td>Industry</td>
<td></td>
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<tr>
<td>Max Withrow</td>
<td>Lakewood</td>
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<td>X</td>
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<tr>
<td>Eric Widstrand</td>
<td>Long Beach</td>
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<tr>
<td>Glen Kau</td>
<td>Norwalk</td>
<td></td>
<td>X</td>
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<tr>
<td>Bill Pagett (Alternate)</td>
<td>Paramount</td>
<td></td>
<td>X</td>
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<tr>
<td>Nadia Carrasco</td>
<td>Pico Rivera</td>
<td></td>
<td>X</td>
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<tr>
<td>Noe Negrete (Chair)</td>
<td>Santa Fe Springs</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Michelle Chapman</td>
<td>Whittier</td>
<td></td>
<td></td>
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<tr>
<td>Paul Barbe</td>
<td>County of Los Angeles</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Mark Christoffels</td>
<td>San Gabriel Valley COG</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

OTHER ATTENDEES:

See attached attendance record.

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Glen Kau.

IV. AMENDMENTS TO THE AGENDA
The City of Lakewood requested to add the Lakewood Blvd at Hardwick Street Traffic Signal Improvements Funding Request to Item C - Measure M Funding Requests.

It was moved by Mark Christoffels, seconded by Glen Kau, to amend the agenda to add the funding request. The motion was approved unanimously.

V. PUBLIC COMMENTS

There were no public comments.

VI. MATTERS FROM STAFF

There were no matters from staff.

VII. CONSENT CALENDAR

Approved meeting minutes of February 26, 2019 of the SR-91/I-605/I-405 TAC.

It was moved by Bill Pagett, seconded by Mark Christoffels, to approve the minutes of the meeting of February 26, 2019. The motion was approved unanimously.

VIII. REPORTS

A. SR-91/I-605/I-405 Hot Spots

- I-605 Corridor Improvement Project

Carlos Montez provided an update of the Measure R program, which includes 10 freeway interchange projects. Currently the draft environmental report and project report are being completed (Step 2 of 5 for circulation), the circulation is planned for early 2020. He is updating the Project Budget and Work Progress Summary table as well as a Cash Flow table for the General Highway Projects, which is similar to the local Hot Spot project summary. He will forward the revised project summary exhibits to the members before the next TAC meeting for the review.

- SR 91 Acacia Court to Central Ave.

Currently under procurement for preparing for the PA/ED Phase with a contract option for PS&E. Award of contract to HNTB. Alternatives considered include a collector-distributor lane to reduce weaving problems and improve intersection movements of level of service. It is anticipated, an 18-month study for the PA/ED phase followed by PS&E. The PS&E may be completed in phases based on funding limitations and project delivery approach.
• **Westbound SR 91 Improvement from Shoemaker to I-605.**

The PA/ED has been completed, currently under procurement for preparing for the PS&E which anticipated to begin in November 2019.

• **SR-91 Atlantic to Cherry Improvement Project.**

The on-going environmental phase (PA/ED) is nearing completion, currently working on the technical studies. The design phase is planned around the end of 2020. Key project elements include the I-710 connections, congestion, right of way requirements, weaving distance of auxiliary lanes, and visual/noise impacts. Contract for the PA/ED & PS&E was awarded to TRC.

Kekoa Anderson noted that the City of Long Beach is currently in the planning process of the Hamilton Loop linear park project which is anticipated to utilize some of the existing slopes (Caltrans R/W) for community enhancements. The City requests that the SR-91 Atlantic to Cherry Improvement Project evaluate the impacts to the Hamilton Loop project due to the proposed footprint widening of the freeway. The analysis should evaluate combined mitigations that improve the visual impacts; water quality; urban greening due to loss of existing landscaping; and support the active transportation elements. Additionally, the City requests that Metro/Caltrans to hold a public meeting so the community can review and comment on the impacts of the SR-91 Atlantic to Cherry Improvement Project to the Hamilton Loop linear park project.

Ernesto Chavez reported that Metro has met with Councilman Richardson’s office regarding the project coordination and will accommodate the City’s request to evaluate the cumulative impacts of the projects and hold a public meeting as part of the environmental document process.

• **SR-60/7th Street Hot Spot Project**

The project is currently preparing for the PA/ED and working on the right-of-way impacts and issues.

It was moved by Jerry Stock, seconded by Ed Norris, to receive and file the report. The motion was approved unanimously.

**B. I-605 Hot Spots Monthly Updates**

• **Update on the City of Whittier Projects**

Ernesto Chavez provided the overview of the three (3) projects which have completed the planning and environmental phase. The PS&E phase of the
project will be completed by both the City of Whittier and Metro. Metro will lead the PS&E for both the Santa Fe Springs Road/Painter Ave and the Whittier Blvd/Painter Ave intersections, and the City of Whittier will lead the PS&E for the Colima Rd/Whittier Blvd intersection.

The next TAC meeting update of the Hot Spots Program will be the County of Los Angeles.

It was moved by Glen Kau, seconded by Bill Pagett, to receive and file the report. The motion was approved unanimously.

C. Measure M Funding Requests

- City of Lakewood for the Lakewood Blvd at Hardwick Street Traffic Signal Improvements – Funding Request

Max Withrow provided the City of Lakewood’s funding request presentation of the Lakewood Blvd at Hardwick Street Traffic Signal Improvements Project.

The project increases the left turn lane capacity on Lakewood Blvd by adding an additional lane and the traffic signal improvements.

Funding request is $300,000, for the traffic signal construction ($250K) and construction management ($50K).

The following project was presented with the following cost data:

<table>
<thead>
<tr>
<th>No</th>
<th>Project</th>
<th>Existing Funding</th>
<th>Current Cost Estimates**</th>
<th>Funding Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lakewood Blvd at Hardwick Street Traffic Signal Improvements</td>
<td>$0</td>
<td>$300,000</td>
<td>$300,000</td>
</tr>
</tbody>
</table>

**Cost estimates above include, Planning, Environmental Clearance, Design, Right-of-way and Construction.

It was moved by Mark Christoffels, seconded by Jerry Stock to approve the funding request subject to Metro’s project eligibility review. The motion was approved unanimously.

D. Current Program Funding Update

Ernesto Chavez provided the local Hot Spot project update of the Measure R program, which includes 21 local Hot Spot projects. He provided a summary Project Budget and Work Progress Summary table as well as a Cash Flow table
for the first decade (attachment handout). The funded agreement value for all the projects is approximately $58 million. The expended value as of 9/24/19 is approximately $24 million.

He noted that several funding agreements have or soon will expire. He will provide a list to the committee members at the next TAC meeting of the projects that need to prepare an amendment to the existing funding agreements.

It was moved by Mark Christoffels, seconded by Glen Kau to receive and file the report. The motion was approved unanimously.

E. Strategic Transportation Plan (STP) TAC Update

Ed Norris reported that the STP TAC has not met since May 23, 2019. Continued progress and developing project priorities. Metro will be making a presentation on the Measure Up Performance Path and provide an overview on how the program was evaluated.

The next STP TAC meeting will occur in September 26th at 9:00am.

It was moved by Glen Kau, seconded by Wendell Johnson, to receive and file the report. The motion was approved unanimously.

F. Joint EPA/DOT Letter Regarding Air Quality Conformity on Projects in the Environmental Phase and the Potential Impacts on Schedule and Cost

Kekoa Anderson provided an overview of two letter regarding Air Conformity Impacts. First the Joint EPA/DOT Letter Regarding Air Quality Conformity on Projects in the Environmental Phase and second the EPA’s Letter regarding California’s air quality not meeting the National Ambient Air Quality Standards with 82 nonattainment areas and 34-million people living in those areas. The EPA is requesting that California withdraw its backlogged and in approvable SIP’s and work with them to develop complete approvable SIP’s.

The approach to completing an air quality impact model that the EPA will approve will be discussed over the months to come. More information will be provided at the next TAC meeting on potential approaches to keep the projects moving towards completion as the air quality model is being updated. It is anticipated that the current projects environmental documents schedules could be impacted by 12-18 months.

It was moved by Ed Norris, seconded by Glen Kau, to receive and file the report. The motion was approved unanimously.
G. Metro Measure R – 10 Year Re-Opening

Noe Negrete provide an overview of the Metro Measure R – 10 Year Re-Opening and the Ability to Transfer Funds.

SUGGESTED ACTION: A MOTION TO MAKE NO CHANGES IN THE EXPENDITURE PLAN, INCLUDING EITHER REMOVAL OR TRANSFER OF FUNDS OUT OF THE SR-91/I-605/I405 MEASURE R FUNDING SOURCE, OR THE TRANSFER OF FUNDS INTO THE SR-91/I-605/I405 MEASURE R FUNDING SOURCE, FROM ANY OTHER SUBREGIONAL MEASURE R SOURCE.

It was moved by Bill Pagett, seconded by Jerry Stock, to approve the motion. The motion was approved unanimously.

H. Request to Identify funding Sources for GCCOG Active Transportation

Noe Negrete provided an executive summary that the GCCOG is facilitating the first five-year allocation of the 605 MSP as part of the Measure M expenditure plan. We are advocating for the distribution of 100% of the first five-year allocation, or up to $65 million, for local hot spot early action improvement projects at the local level with our member jurisdictions.

The first step included the GCCOG obtaining the jurisdictional priorities from each of the member cities.

The second step included the GCCOG staff working with the jurisdictions to maximize the eligible components of each project while coordinating with Metro who had the final determination of eligibility based on the MSP criteria approved by the Metro Board.

As a result of the eligibility screening, several priority projects have been either denied in total, or have had elements to denied by Metro based on eligibility requirements. The ineligible projects include standalone Active Transportation and the ineligible elements include active transportation components that are not directly tied to, or impacted by the constriction of the operational improvement, as well as the use of MSP dollars for the planning phase. These ineligible projects are still high priority for their project sponsors.

The GCCOG is advocating that all subregional high priority projects quantified by our local jurisdictions and submitted can be funded via Measure R or Measure M Metro MSP dollars.

Noe made a recommendation that included 4 parts:

1. The TAC supports a staff recommendation to pursue an allocation of SEP funding, or other types of GCCOG subregionally funds that are financially
neutral and will not impact our current priority Measure R and Measure M programs and projects.

2. The TAC direct staff to implement a two phase approach which first allows for the AT projects or elements that are most shovel ready be funded via a 5 year allocation of SEP funds, that are not discounted for advancing from a future unfunded year to present. Phase 1 would include the first five-year allocation, which is an amount that needs to be quantified and finalized and brought back to the TAC. “Shovel ready” should be the criteria for advancing funds otherwise borrowing doesn’t make a lot of sense.

3. The TAC directs staff to work with the GCCOG subregion to develop an inventory of projects that could be delivered in an additional five-year MSP funding allocation, which would be facilitated through the STP TAC since all jurisdictions are represented as part of that body. Projects selected will be those that are “Shovel Ready”

4. The TAC requested Metro to split the project out by Highways and Active Transportation projects on the I-605 Hotspots Measure M MSP Evaluation Matrix (dated 09-24-19). Handout provided by Ernesto Chavez.

It was moved by Bill Pagett, seconded by Ed Norris, to approve the recommendation. The motion was approved, abstentions by Mark Christoffels and Ernesto Chavez.

I. Gateway Cities COG Engineer Report

- I-605 & SR-91 Aesthetic Guidelines

Kekoa Anderson provided an overview of the two programs. The draft final I-605 Aesthetic Guidelines have been completed and will be presented to the CCC tomorrow evening. The SR-91 Aesthetic Guidelines committee will be developed, and the kick-off meeting will likely occur October of 2019. A handout was provided identifying the Aesthetic Master Plan limits for both the I-710 & I-605 which will be used to develop the SR-91 Aesthetic Master Plan.

It was moved by Bill Pagett, seconded by Glen Kau, to receive and file the report. The motion was approved unanimously.

IX. COMMENTS FROM COMMITTEE MEMBERS

There were no comments from the committee members.

X. ADJOURNMENT

The meeting was adjourned at 2:51 p.m.
VIII. REPORTS
Item C
I-605 Beverly Interchange Project
S/B I-605 Beverly Blvd Interchange

January 28, 2020

Background: Freeway Hot Spots

Interchange Improvement Projects
1. Valley Bl
2. Beverly Bl
3. South Central Av
4. Wilmington Av

Auxiliary & General Purpose Lane Projects
5. Westbound SR-60 7Th Av
6. Southbound I-605 South St
7. Eastbound SR-91 Atlantic Av
8. Westbound SR-91
Project Progress

- **Project Limits:**
  - I-605: South Bound Beverly Interchange (Caltrans ROW)
- **Cities within Project Limits:**
  - City of Pico Rivera and unincorporated parts of Los Angeles County
- **Project Phase:**
  - Project began the Preliminary Engineering & Environmental Document (IS/ND) Fall 2017
- **Alternatives Considered:**
  - Alternative 1 - No Build
  - Alternative 2 – Tight Diamond
  - Alternative 3 – D Ramp
- **Alternative Selection:** Winter 2019
- **Next Phase:** PS&E, Spring 2020
- **Estimated Construction Cost:** $25 million

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**Metro**

**SB I-605 Beverly Blvd – Alt 2**
# Preferred Alternative Assessment

## I-605 Beverly Boulevard SB Ramps Alternatives Comparison Summary

<table>
<thead>
<tr>
<th>Evaluation Factor</th>
<th>Alternative 2 - Diamond</th>
<th>Alternative 3 - Modified Diamond</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Performance</td>
<td>BEST</td>
<td></td>
<td>Alt 3 has intersection queueing; beyond storage capacity on 2 of the approaches. Other traffic performance measures (Intersection LOS, Mainline and Ramp segments) are similar between Alt 2 and Alt 3.</td>
</tr>
<tr>
<td>Geometrics</td>
<td>BEST</td>
<td></td>
<td>Alt 3 has more non-standard design features, like the on-ramp curvature, for which it may be difficult to obtain Caltrans approval given safety considerations and the high volume for trucks that use the interchange.</td>
</tr>
<tr>
<td>Right of Way</td>
<td>BEST</td>
<td></td>
<td>Alt 3 would necessitate a permanent easement with UPRR and private owner for construction of retaining wall on UPRR ROW.</td>
</tr>
<tr>
<td>Structures</td>
<td>BEST</td>
<td></td>
<td>Alt 3 requires special designs for retaining walls, there is none needed for Alt 2.</td>
</tr>
<tr>
<td>Cost</td>
<td>BEST</td>
<td></td>
<td>Alt 2 is less expensive overall, with no need for structures and less on right of way.</td>
</tr>
<tr>
<td>Schedule</td>
<td>BEST</td>
<td></td>
<td>Alt 2 has a shorter schedule since there is no need for special structural design or UPRR flagging/permitting.</td>
</tr>
<tr>
<td>Public Comment</td>
<td>PREFERRED</td>
<td></td>
<td>Alt 3 preferred by City of Pico Rivera.</td>
</tr>
<tr>
<td>Hazardous Waste</td>
<td>BEST</td>
<td></td>
<td>Alt 2 may have impacts due to an existing Caltrans landfill that's not in Alt 3 (Gurardo Dump south of Beverly Blvd).</td>
</tr>
<tr>
<td>Stormwater BMPs</td>
<td>BEST</td>
<td></td>
<td>Alt 3 design may restrict the areas available for BMPs.</td>
</tr>
<tr>
<td>Staging</td>
<td>BEST</td>
<td></td>
<td>Alt 3 requires additional closures of existing ramps.</td>
</tr>
</tbody>
</table>
Schedule

- PA&ED Completion: Anticipated Spring 2020
- PS&E: Spring 2020 – Spring 2021
- Construction: Spring 2022 – Spring 2023

Questions?

Thank you!
VIII. REPORTS
Item G
91/605/405 TAC
Response to Metro Motion 51
Regarding Governor’s Executive Order to Align the Metro Highway Program with State Emissions Reduction Goals
TO: 91/605/405 Technical Advisory Committee

FROM: Nancy Pfeffer, Executive Director, COG

SUBJECT: Aligning Highway Programs with State Emissions Reduction Goals

**Background**

In September 2019, Governor Newsom issued Executive Order N-19-19 (Executive Order), which requires alignment of state investments, including transportation investments, with the state’s climate protection goals.

**Issue**

In October of 2019, Metro Directors Bonin, Hahn, Garcia and Najarian authored a Motion that directed staff to evaluate the impact of the Governor’s Executive Order on the agency’s highway programs. Staff returned in February with the attached Board Report in response. Metro asserts that traffic/congestion relief has been a major focus of the Measure R and Measure M ballot measures. Under those sales tax measures, the voters went to the extent of voting for specifically defined highway improvement projects to address traffic congestion.

Metro will actively follow and participate in the development of State guidance regarding the implementation of the Executive Order to ensure State and local policies and actions are aligned. Most of LA Metro’s projects on the State highway system improve operations and mobility and relieve congestion by correcting existing bottlenecks and design deficiencies that exacerbate congestion and result in traffic spillage onto the arterials, local streets, and neighborhoods. When implemented, these projects will help relieve highway congestion and minimize the traffic spillage on local streets and neighborhoods. Metro currently has a Green Streets policy that describes design features and policies to address the needs of all users of the county’s roadways. This policy can be incorporated into Metro’s state grant applications.

The report goes on to assess the elements of Metro’s highway program and project slate with each directive of the Executive Order; finding the highway program and projects to be in substantial compliance with the directives. The report also identifies a path forward for the highway program in:

- Adjusting the implementation of highway projects to potential specific state guidance
- Identify and implement projects that meet state, sales tax measure and Executive Order directives.
- Consult with the state to develop guidance on the implementation of the Executive Order and review and incorporate the guidance into MTA valuation procedures and guidelines.
Current with this response, the Board created a subcommittee of Board staff that will be:

"... assessing potential changes in the Metro Highway Program to align with Board policies and motions. The subcommittee will produce a report documenting any recommended changes. In addition, Metro is working with Board staff to evaluate changes as part of the 10-year Measure R transfer process."

The Metro response to the Motion and the Executive Order is generally consistent with GCCOG's highway programs and projects which consist of projects that relieve congestion and provide safety improvements.

**Recommended Action**

It is recommended that the TAC concur with the Metro findings regarding the consistency of the Metro Highway Program and the Executive Order and support maintaining I-605 "Hot Spots" funding as approved by the voters in 2008 and 2016. It is recommended that the TAC send the attached letter to the COG Board for signature.

**Attachments**

1. Proposed Letter to GCCOG Metro Board Representatives
2. Planning and Programming Committee Metro Board Report – February 19, 2020
Members of the Metro Board of Directors

Dear Metro Board Members:

Aligning highway programs with state emissions reduction goals

On September 20, 2019, Governor Gavin Newsom issued an Executive Order to align certain discretionary transportation funding with the state’s emissions reduction goals.

Metro Directors Bonin, Hahn, Garcia and Najarian made a motion requesting an assessment of the Metro highway program for consistency and compliance with the Executive Order and present a response to the following:

- How the Metro highway program will be affected by the Executive Order.
- What steps could be taken to align the highway program with the Executive Order to ensure continued competitiveness for state resources.
- Recommendations regarding revisions to local funding and project development rules and guidelines to ensure project eligibility, scoping and selection criteria are consistent with the state and regional planning goals.

Metro staff responded with a Board Report sent to the Metro Planning and Programming Committee on February 19, 2020. Metro staff responded with a point by point discussion of the directives of the Executive Order and how the Los Angeles County highway program currently complies with these directives.

The GCCOG supports the assertions made in this report that traffic/congestion relief has been a major focus of the Measure R and Measure M ballot measures. Under those sales tax measures, the voters went to the extent of voting for specifically defined highway improvement projects to address traffic congestion.

The Metro Highway Program was created to improve subregional and regional connectivity through operational improvements and/or capacity enhancements. This includes highways and arterial corridors that feed the highway system. The mechanism to deliver operational and capacity enhancements is via the Measure M and Measure R ordinances that promised the voters within this sub-region that their incremental sales tax would deliver specific projects. By improving safety, operational efficiency, and capacity, idle time is reduced producing a net positive air quality benefit. Most of LA Metro’s projects on the State highway system improve operations and mobility and relieve congestion by correcting existing bottlenecks and design deficiencies that exacerbate congestion, accidents and result in traffic spillage onto the arterials, local streets, and neighborhoods. When implemented, these projects will help relieve highway congestion and minimize the traffic spillage on local streets and neighborhoods.

The report indicated that there is a subcommittee of Metro Board staff that is assessing potential changes to the Metro Highway Program to align with Board policies and motions. Metro will actively follow and participate in the development of state guidance regarding the implementation of the Executive order to ensure State and local policies and actions are aligned.
We ask that you continue to honor the promise made to voters with the passage of Measure R and M where under those sales tax measures, the voters went to the extent of voting for specifically defined highway improvement projects to address traffic congestion. We also would like you to keep in mind that safety is a huge consideration with all of the GCCOG highway projects. Unique to our subregion is the reality of highways and interchanges designed in the 1950s trying to accommodate modern vehicles and high truck volumes. We also ask that the effort continue to promote complete streets, first/last mile and other active transportation improvements and programs that also reduce greenhouse gas emissions.

We also ask that your representatives maintain the funding currently allocated for highway construction in Measures R & M for that purpose given that even this funding is insufficient to resolve the highway congestion and safety issues within the subregion.

Sincerely,

Diane DuBois, President
Gateway Cities Council of Governments

cc: Board of Directors, Gateway Cities Council of Governments
PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 19, 2020

SUBJECT: RESPONSE TO MOTION BY DIRECTORS BONIN, HAHN, GARCIA, AND NAJARIAN - ALIGNING HIGHWAY PROGRAMS WITH STATE EMISSIONS REDUCTION GOALS DATED OCTOBER 16, 2019

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report responding to Board Motion by Directors Bonin, Hahn, Garcia and Najarian (Item 51 from Planning & Programming Committee on October 16, 2019) to assess effects of Governor’s Executive Order 19-19 on Metro’s highway program and steps needed to ensure eligibility for State funding.

ISSUE

Upon release of Governor’s Executive Order 19-19, the Planning and Programming Committee directed staff to report back with:

A. An assessment of how Metro’s highway program will be affected by the Governor’s Executive Order 19-19 (Attachment A);

B. Steps that can be taken to align Metro’s highway program with the Executive Order in order to ensure continued competitiveness for scarce State resources; and,

C. Recommended revisions to local funding and project development rules and guidelines to ensure project eligibility, scoping, and selection criteria are consistent with State and regional planning goals.

BACKGROUND

Metro Highway Program, in collaboration with the California Department of Transportation (Caltrans), the subregional authorities, and local jurisdictions, initiates, funds, and implements mobility/operational improvement projects on State highways and arterials in Los Angeles County. Metro provides funds through Proposition C25%, Measure R, Measure M, and State and federal grants where available. Measure R and M funds are allocated to highway improvement projects in accordance with the Expenditure Plans approved by the voters and the Metro Board of Directors. A
sample list of those projects is presented herewith as Attachment B.

Although several major freeway capacity enhancement projects had been pursued in the past, Metro Highway Programs has shifted direction to prioritize mobility/operational improvements on the existing system and minimize environmental, social, and property impacts of Metro-funded projects. This shift includes more detailed evaluation and validation of investments to ensure maximized regional mobility benefits of the completed projects.

**DISCUSSION**

The following is an assessment of the relationships between the items in the Executive Order 19-19 and the core functions and practices of Metro Highway department and discussion of potential opportunities to improve guidelines and rules in project identification, eligibility, determination, prioritization, and funding.

1. The Executive Order directs “…every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy”.

   While the Executive Order 19-19 is directed specifically to three State agencies: Dept. of Finance, Transportation Agency/Dept. of Transportation, and Dept. of General Services, other transportation agencies such as LA Metro, should incorporate the intent of the Executive Order to implement reasonable, logical, and practical policies and practices that would prevent/minimize the adverse effects of climate change.

2. The order to the State Transportation Agency (Item 2) requires leveraging $5+ billion in its annual spending for construction, operation, and maintenance to help reverse trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector.

   Discussions with California State Transportation Agency Secretary Kim indicate that the executive order is the beginning of a discussion regarding climate change and the role that the state’s transportation system investments can play in addressing climate change. The Executive Order does not supersede existing state law.

   In Los Angeles County, traffic/congestion relief has been a major focus of the Measure R and Measure M ballot measures. Under those sales tax measures, the voters went to the extent of voting for specifically defined highway improvement projects to address traffic congestion. Metro will actively follow and participate in the development of State guidance regarding the implementation of the Executive Order to ensure State and local policies and actions are aligned.

   Most of LA Metro’s projects on the State highway system improve operations and mobility and relieve congestion by correcting existing bottlenecks and design deficiencies that exacerbate congestion and result in traffic spillage onto the arterials, local streets, and neighborhoods. When implemented, these projects will help relieve highway congestion and minimize the
traffic spillover on local streets and neighborhoods. Metro currently has a Green Streets policy that describes design features and policies to address the needs of all users of the county’s roadways. This policy can be incorporated into Metro’s state grant applications.

Furthermore, under Measure M, Metro assigned more funds, under the Highway Multi-Year Subregional programs, to active transportation projects and complete streets with the expectation of mode shift, reduction in automobile demand, congestion relief, and air quality improvements.

Item 2a (EO-19-19): “Align the State’s climate goals with transportation spending on planning, programming, and mitigation to achieve the objectives of the State’s Climate Change Scoping Plan where feasible.”

Metro Highways continues to partner with the State and local agencies to pursue development and implementation of operational improvement projects along the State highways and arterials in Los Angeles County. Operational improvement projects are identified based on validation of current deficiencies such as bottlenecks, design deficiencies, accident rates, and other factors resulting in “choke points”, traffic backups and spill overs/diversions to other roadways, compromised roadway safety, loss of lives, and economic losses, with a focus on minimizing the negative impacts of projects.

Item 2b (EO-19-19): Reduce VMT by bringing homes to where the jobs are.

VMT is largely escalated due to the longer distances between the origins and destinations of automobile trips. Patterns of residential and commercial development away from the major job/demand centers have been a major factor contributing to increase in VMT. It is important to note that the State plans to shift from using Level of Service to evaluate projects impacts and use VMT instead. Caltrans is expected to issue specific guidance on VMT reduction this year. Metro will incorporate the appropriate guidance in evaluating investments in transportation improvement projects.

Item 2c (EO 19-19). Reduce congestion through innovative strategies to move people from cars to other modes of transportation.

Metro codified its intentions to shift people from cars to other modes with the adoption of the Complete Streets policy in 2014. Since then, Metro has begun testing new concepts to encourage more ridesharing through the Microtransit and Mobility-on-Demand pilot programs. Pending successful pilots, staff will seek partnerships with the State to advance more investment to encourage the more use of these types of transportation modes. Also, through the NextGen bus study, Metro is leveraging the availability and capacity of the bus network to move more people in less space.

Item 2d (EO-19-19). Fund transportation options that contribute to the overall health of
Californians and reduce greenhouse gas emissions such as transit, walking, biking, and other active modes.

Metro is currently funding multiple transportation modes and will seek partnerships with the State to advance more investment to encourage the use of sustainable transportation modes.

In response to Motion 51:

A. An assessment of how Metro’s highway program will be affected by Governor’s Executive Order19-19 (Attachment A);

Metro will continue to engage in dialogue and work with Caltrans as more specific guidance related to the EO 19-19 is developed. Metro does not anticipate any changes to the implementation of the specific projects identified in the sales tax measures currently in place, but there may be adjustments in how the projects are implemented depending on the guidance to be adopted.

B. Steps that can be taken to align Metro’s highway program with the Executive Order in order to ensure continued competitiveness for scarce State resources;

Metro Highway department, in collaboration with its State and local partner agencies, local communities, and with support and approval by the Board, will continue to identify and implement viable transportation project priorities that leverage State funding resources consistent with the goals, policies, directives and guidelines of Board policies, approved sales tax measures, and the appropriate directives set forth in the Executive Order.

C. Recommended revisions to local funding and project development rules and guidelines to ensure project eligibility, scoping, and selection criteria are consistent with State and regional planning goals.

Metro will consult with the State to develop guidance on the implementation of the Executive Order. Once guidance is developed and issued, Metro will review and incorporate the guidance into our own evaluation procedures and guidelines, as appropriate. Staff will update the Board on any changes to our own guidelines and procedures at that time.

Concurrent and related activities include the Board staff subcommittee assessing potential changes in the Metro Highway Program to align with Board policies and motions. The subcommittee will produce a report documenting any recommended changes. In addition, Metro is working with Board staff to evaluate changes as part of the 10-year Measure R transfer process.

FINANCIAL IMPACT

No immediate impact to the budget. Staff will evaluate guidance issued by the State to determine
future impacts to the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Highway Program's current and planned actions support all Metro Strategic Plan goals and are consistent with the intent of the Governor's Executive Order.

Goal 1, "Providing high quality mobility options that enable people to spend less time traveling" by continuing to identify and improve the highway and arterial system deficiencies and "Hot Spots" to provide for better mobility and safer roadways for the users;

Goal 2: "Deliver outstanding trip experience for all users of the transportation system" by removing choke points, reducing delays and idling traffic;

Goal 3: "Enhance communities and lives through mobility and access to opportunity" by reducing congestion, provide for more trip reliability, and easing countywide trips to major job centers and places of interest;

Goal 4: "Transform LA County through regional collaboration and national leadership" by close and productive collaboration with Caltrans, regional authorities, local jurisdictions, regulatory, resource, and permitting agencies to identify the best and most effective solutions to traffic congestion while minimizing impacts to the environment and communities; and

Goal 5: "Provide responsive, accountable, and trustworthy governance within the Metro organization" by collaborating with other Metro functional units responsible for non-highway modes to collectively identify the most beneficial and functional mobility options that accurately address the transportation needs of the users within the environment/area of effect of each project for the best results leading to the highest levels of environmental, social, and economic sustainability.

ALTERNATIVES CONSIDERED

N/A

NEXT STEPS

Staff will update the Board on the future changes in policies and procedures as those become available.

ATTACHMENT

Attachment A - Governor Executive Order 19-19
Attachment B - Highway Operational Improvement Projects Currently Pursued
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Phillip A. Washington  
Chief Executive Officer
VIII. REPORTS
Item H
Measure R Ordinance Preliminary 10-Year Review and Potential Amendments Program
TO: 91/605/405 TAC

FROM: Nancy Pfeffer – Executive Director by Karen Heit

SUBJECT: Metro Report- Measure R Ordinance Preliminary 10-Year Review and Potential Amendments

**Background**
The Measure R Ordinance permits the Metro Board to amend the Ordinance not more than once every ten years, beginning in 2020, to transfer sales tax revenue between the transit and highway capital subfunds. A Board item was introduced in November to provide preliminary staff findings regarding the transfer potential. In addition, information is given on possible additional amendments to transfer funding among existing projects or add funding for new projects.

**Issue**
The item was introduced as a Receive and File item. Supervisors’ Solis and Hahn requested the item be brought back to the Board in January for a more in-depth presentation and allow sufficient time for COG review.

The total amount of Measure R sales tax is less than initially anticipated. The Measure R Ordinance created both transit and highway capital subfunds that receive a 35% and 20% respectively of the Measure R sales tax revenue to fund the capital projects listed on the Expenditure Plan (Attachment A of the Ordinance). One of the capital projects is a Capital Project Contingency ("Contingency"). Per the Ordinance, the Contingency is to be used, among other things, to pay interest on debt.

The amount available for Contingency is currently estimated to be significantly lower than identified in the Expenditure Plan. Contingency funds have decreased as follows:
- Transit - from $3.3 billion to $694 million
- Highway - from $2.6 billion to $1.1 billion

Given the amounts allocated to capital projects in the Expenditure Plan (other than the Contingency) there is insufficient future sales tax revenue to pay the transit interest, including planned future transit debt. This may require a transfer of funds from the highway to transit capital subfund.

According to the MTA report:

“At this time, a future $500 million transfer is estimated to be needed from highway to transit. However, the transfer is not needed immediately, as there are sufficient Measure R sales tax receipts and debt capacity to fund the transit capital projects on schedule over the next 10 years without the
transfer."

Possible Gateway Cities Impact
The SR-91/I-605/I-405 and I-710 Corridor Technical Advisory Committees (TACs) each also made motions to not transfer project funds to/from their specific allocation during the 10-year transfer.

The Metro report lists four projects from which funds may be transferred. One of those projects is the Interstate 5 Capacity Enhancement from I-605 to Orange County Line, from SR-134 to SR-170, and Carmenita Road Interchange Improvement. $108.4 million of Measure R surplus, or replacement credits, is allocated to the West Santa Ana Branch (WSAB) transit corridor per a footnote in the Expenditure Plan. A total of $122.9 million of Measure R surplus is programmed after 2029. All or a portion of the surplus may be needed if the project cost increases, or to address the impact of prior scope reductions.

Before the funds transfer can be contemplated, the Gateway Cities COG and the I-5 JPA need time to ensure that the $122.9 million be closely analyzed to ensure it can meet project close-out needs in the final construction phase including construction mitigations.

Construction mitigations will remain with regard to roadways that were impacted by:

1) detour routes during freeway construction
2) roadways impacted by the utility trenching and relocations and
3) roadways affected by the construction haul routes that have not been repaired and returned to a standard operating condition for impacted cities.

It is anticipated that the I-5 cities will need approximately $40 million to repair and return these streets to their prior condition (without betterments) so that the project can adequately be closed out and mitigations completed. After this need is satisfied, the remaining funding should be transferred to the West Santa Ana Branch/Eco-Rapid Transit Project per the Ordinance footnote.

Recommended Action
A Motion to Support the 605 Hotspots Measure R program remaining status quo without consideration of potential amendments to the current program.