AGENDA REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE ON THE GATEWAY CITIES COG WEBSITE AT WWW.GATEWAYCOG.ORG.

ON MARCH 4, 2020, GOVERNOR NEWSOM PROCLAIMED A STATE OF EMERGENCY TO EXIST IN CALIFORNIA AS A RESULT OF THE THREAT OF COVID-19. THE GOVERNOR HAS ISSUED EXECUTIVE ORDERS THAT TEMPORARILY SUSPEND REQUIREMENTS OF THE BROWN ACT, INCLUDING ALLOWING PUBLIC AGENCIES TO HOLD PUBLIC MEETINGS VIA TELECONFERENCE AND TO MAKE PUBLIC MEETINGS ACCESSIBLE TELEPHONICALLY OR OTHERWISE ELECTRONICALLY TO ALL MEMBERS OF THE PUBLIC.

PUBLIC COMMENTS: To address the 91/605/405 Technical Advisory Committee on any agenda item or a matter within the 91/605/405 Technical Advisory Committee’s purview, please provide written comments by 1:30 p.m., June 23, 2020, via email to info@gatewaycog.org. All written comments submitted will become part of the official record.

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

IV. PUBLIC COMMENTS

V. MATTERS FROM STAFF

VI. 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 February 25, 2020, of the SR-91/I-605/405 Technical Advisory Committee

VII. REPORTS

10 Min A. Metro Highway Program Update on Measure R/M Funding

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

10 Min B. 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 C. I-605 Hot Spots Monthly Updates – Oral Reports by Agencies

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

25 Min D. Measure R Funding Requests
- City of Lakewood - Additional "Hot Spot" Appropriation – Project #MR315.04 (Del Amo & Lakewood Blvd)
- County Public Works "Hot Spot" (Mulberry and Painter Intersection Improvements)
SUGGESTED ACTION: A MOTION TO APPROVE FUNDING REQUESTS, 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. Measure R and M Highway Subregional Program Semi-Annual Update

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

10 Min

G. Gateway Cities COG Engineer - Report by Kekoa Anderson

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

VIII. COMMENTS FROM COMMITTEE MEMBERS

IX. 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
February 25, 2020
MINUTES OF THE
SR-91/I-605/I-405 CORRIDOR CITIES
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Gateway Cities COG Office, 16401 Paramount Blvd., Paramount
February 25, 2020

I. CALL TO ORDER

The meeting was called to order by Noe Negrete at 1:35 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>1 Okina Dor</td>
<td>Artesia</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>2 Jerry Stock (Vice Chair)</td>
<td>Bellflower</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3 Kanna Vancheswaran (Alternate)</td>
<td>Cerritos</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4 Wendell Johnson</td>
<td>Compton</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>5 Ed Norris</td>
<td>Downey</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6 Bill Pagett</td>
<td>Hawaiian Gardens</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>7 Bing Hyun</td>
<td>Industry</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>8 Bill Pagett</td>
<td>Lakewood</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9 Carl Hickman</td>
<td>Long Beach</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>10 Glen Kau</td>
<td>Norwalk</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>11 Adriana Figueroa (Alternate)</td>
<td>Paramount</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>12 Kenner Guerrero</td>
<td>Pico Rivera</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>13 Noe Negrete (Chair)</td>
<td>Santa Fe Springs</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>14 Michelle Chapman</td>
<td>Whittier</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>15 Paul Barbe</td>
<td>County of Los Angeles</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>16 Mark Christoffels</td>
<td>San Gabriel Valley COG</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>17 Ernesto Chaves</td>
<td>Metro</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>18 John Vassiliades</td>
<td>Caltrans</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Totals =</strong></td>
<td></td>
<td><strong>11</strong></td>
<td><strong>7</strong></td>
</tr>
</tbody>
</table>

OTHER ATTENDEES:

See attached attendance record.

III. PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was led by Jerry Stock

IV. AMENDMENTS TO THE AGENDA

Adrian Figueroa requested to move the City of Paramount presentation of Alondra Blvd Item D – Funding Request to occur at the beginning of the meeting due to her schedule. The item was move to the front of the Reports as Item A-A.

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 September 24, 2019 of the SR-91/I-605/I-405 TAC.

It was moved by Mark Christoffels, seconded by Glen Kau, to approve the minutes of the meeting of September 24, 2019. The motion was approved unanimously.

VIII. REPORTS

A-A. Measure M Funding Requests by City of Paramount (Moved forward from Item D by amendments to the agenda)

- City of Paramount – Alondra Blvd Improvements (West City limit to East City limit)

The City of Paramount’s funding request presentation of the Alondra Blvd (West City limit to East City limits).

The project scope will increase roadway capacity on Alondra Boulevard between Hunsaker Avenue and Lakewood Boulevard by adding a 3rd lane in each direction by reducing the width of existing raised landscaped medians and parkways along the segment.

Ten traffic signals within the project limits to be modified to account for the additional travel lane in each direction. Above ground utility wires relocated underground to provide ADA accessibility in the narrowed parkway, ADA accessible sidewalks and curb ramps at all crossings, and wet wells and inverted landscaped areas with drought resistant plants and drip irrigation systems are included.
Major project cost items include the undergrounding power lines, which is 60% of the project costs.

Funding request has three parts that make up the $4,600,000, for Phase 1 of the project:

1. Design  $2,330,000
2. Utility Design and Cost Benefit Analysis  $2,000,000
3. Environmental Clearance  $250,000

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>Alondra Blvd Improvements (West City limit to East City limit)</td>
<td>$0</td>
<td>$48,630,000</td>
<td>$4,600,000 **Phase 1 – Only at this time</td>
</tr>
</tbody>
</table>

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

Funding request is for $4,600,000, for the environmental clearance and design phase of the project.

Questions and concerns were raised by City of Santa Fe Springs and Metro regarding the cost-effectiveness of and need for undergrounding utilities on this corridor. The City of Paramount asserted that a feasibility and cost-effectiveness analysis would be done as part of the project’s preliminary engineering work and that outside funds would be sought for construction. A motion for a conditional approval of $4,600,000 was made, where the City will return to the TAC after the 35% of the design (Phase 1). Edison will complete a cost estimate and the need for the underground will be reexamined.

It was moved by Mark Christoffels seconded by Glen Kau to approve the funding request subject to Metro’s project eligibility and the TAC’s review after 35% design is complete. The motion was approved with the City of Santa Fe Springs opposed, and the City of Paramount (Bill Pagett) abstained.

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

Carlos Montez provided an update and overview of the following Measure R programs:

- I-605 Corridor Improvement Project
The I-605 Corridor Improvement Project currently is evaluating four alternative (including the no-build Alternative) which includes 10 freeway interchanges. Currently the draft environmental report and project report are being completed and the circulation is planned for Summer of 2020.

- **I-605 / South Street**

The project purpose is to improve weaving on SB I-605 by widening South St off-ramp and adding a second right-turn lane (two left and two right-turns total). Safety and operational improvements are enhanced to provide for standard deceleration distance.

Final Design of the Early Action Project (EAP) is Complete with Construction anticipated mid-2020.

- **I-605 / Beverly Blvd. Interchange Project**

The Beverly Blvd Interchange exiting conditions utilize outdated design standards. The project will eliminate the short weaving length between existing loop ramps by implementing a diamond interchange that provides all movements at intersection & signalize ramp connections.

PA/ED will be completed in April 2020. The Final Design is estimated to be complete by Spring 2021, with Construction late 2021.

- **I-605 / Valley Blvd. Interchange Project**

The Valley Blvd Interchange Project provides an additional lane on Valley Blvd and an additional lane on Temple Ave. The existing horseshoe on-ramp would be replaced with a 3-lane on-ramp new signalized intersection at the SB I-605 ramps & Valley Blvd

The Final Design is estimated to be complete by Spring 2021, with Construction in 2021.

- **SR-60 / 7th Ave. Interchange Project**

Add lane on WB off-ramp
Addresses geometric, operational, and safety issues of the ramps/local street intersections
Queue spillback onto freeway
Environmental and Design package awarded, the Final Design is estimated to be complete by late 2021, with Construction early 2022.

- **I-605 / SR 91 Westbound Improvement (Shoemaker to I-605).**
Westbound SR-91 widening to add a lane between Shoemaker and Alondra Blvd on I-605.

PS&E awarded $17 million in SB-1 funding Final design initiated in January 2020 Construction in 2022

- **SR 91 Central Ave. to Acacia Court**

The PA/ED Phase with a contract option for PS&E, was awarded to HNTB in May 2019. 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.

PA/ED was awarded January 2020 with construction planned for 2023

- **SR-91 Atlantic Blvd to Cherry Ave**

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 congestion, weaving distance of auxiliary lanes, and visual/noise impacts. Adding an eastbound auxiliary lane from the I-710 Connectors to Cherry Ave off-ramp. Contract for the PA/ED & PS&E was awarded to TRC on October 2018.

Construction is planned for 2022

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

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

- **Update from the County of LA**

There was no representative from the County of LA. The next TAC meeting update of the Hot Spots Program the County can provide their projects update.

Item will carry to the next scheduled TAC Meeting.
C. I-605 Beverly Interchange Project

Ernesto provided an overview of the project, which began in the fall of 2017. Three alternatives were developed for consideration as part of the PA/ED which is anticipated to be competed spring of 2020. The identification of a preferred alternative is necessary at this stage and required to begin the design phase.

Metro provided a presentation of the alternatives:

**Alternative 1 – No Build.**  **Alternative 2 – Partial Tight Diamond:** Eliminates the weave of the loop ramps by replacing with a diamond configuration allowing all movements to merge directly to freeway.  **Alternative 3 – Modified Diamond:** This alternative also eliminates the existing weave and creates a vacated parcel on the northern quarter of the interchange, which is favorable to the City for potential redevelopment.

Ernesto reviewed the alternatives comparison table, highlighting the benefits of Alternative 2 & 3. Assessment findings identify Alternative 2 as the preferred alternative due to ten evaluation factors, which is supported by both Metro and Caltrans. The City of Pico Rivera is interested in Alternative 3 due to the vacated parcel; however the parcel is owned by the State and limited access is available.

Final Design phase planned to begin Spring of 2020 and the estimated construction costs are around $25 Million.

It was moved by Bill Pagent, seconded by Jerry Stock, to receive and file the staff report with a follow up meeting between the City of Pico Rivera and Metro to discuss and identify the Preferred Alternative to take forward to design. The motion was approved unanimously.

D. Measure R Funding Requests

- **City of Long Beach – Northbound I-605 Soundwall Project from Coyote Creek to Spring St.**

Keith Hoey presented the City of Long Beach’s funding request for the Northbound I-605 Soundwall Project from Coyote Creek to Spring St. Design began in April of 2017, Alternative 1A was determined the preferred alternative in January 2018 and final design was completed in October 2019. Caltrans review comments identified both moving the wall location further out for compatibility of Future Freeway Improvements (although the Alternative footprint has not been finalized at this time), as well as incorporating the Corridor Aesthetics Guidelines (that were not available while the time design was being completed).

The City’s evaluation of Caltrans comments developed the following:
Alternative 1 - Maintains existing freeway cross section and constructs wall along shoulder.
Alternative 2 - Widens the NB shoulder by 8' and constructs wall offset from existing shoulder.

Based on reasonable allowance the City is requesting Alternative 1-B, which will require modifying the current design.

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>Soundwall on Northbound I-605 near Spring Street</td>
<td>$350,000</td>
<td>$1,957,393</td>
<td>Design $300,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction Support $561,640</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction $1,957,393</td>
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<td></td>
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<td>Total = $2,819,033</td>
</tr>
</tbody>
</table>

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

The funding request for Alternative 1-B is $2,819,033, which is part of the Freeway funds allocation.

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

E. Current Program Funding Update

Ernesto Chaves provided a summary of the Project Budgets, Work Progress Summary table, and a Cash Flow table for the first decade (attached handout). The funded agreement value for all the projects is approximately $58 million. The expended value as of this meeting is approximately $24 million.

- **Non-Freeway Funds** - Cash Flow & Invoicing Status
- **Freeway Funds** - Cash Flow & Invoicing Status. This was not provided at the meeting due to no current changes.

Note that several funding agreements have or soon will expire, projects that need to prepare an amendment to the existing funding agreements should contact Metro to update.

It was moved by Mark Christoffels, seconded by Ed Norris to receive and file the report. The motion was approved unanimously.
F. SR-91 Aesthetics Guidelines Adoption for Corridor

Kekoa Anderson provided discussion of the I-605 programs, which was the basis for the SR-91 corridor. The final I-605 Aesthetic Guidelines have been completed and they were be presented to the CCC and Board. The SR-91 Aesthetic Guidelines committee has been developed, and the kick-off meeting held in 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.

Caltrans has provided a scope and approach to evaluate the Aesthetics; Metro is now working to get agreement in place. The Westbound SR-91 from Acacia to Central is at the point of the project delivery where the Aesthetics need to be incorporated. Caltrans will evaluate and come back with a recommendation. Metro would like this to be resolved in the next four months. Ernesto will report back at the next TAC meeting.

It was moved by Jerry Stock seconded by Mark C to receive and file the report. The motion was approved unanimously.

G. 91/605/91 TAC response to Letter of Support regarding Governors ordinance to realign Highway program.

In September 2019, Governor Newsom issued Executive Order N-19-19 which requires alignment of transportation investments with the State’s climate protection goals. In October 2019, a Board motion directed staff to evaluate the impacts of the Governor’s Executive Order on the agency’s Highway programs.

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. Staff’s report assesses the elements of Metro’s Highway Program and findings of the highway programs and projects to be substantial compliance with the directives. The report also identifies a path forward for the highway program develop guidance on the implementation of the Executive Order. The Board created a subcommittee of Board staff to assessing potential change in the Metro Highway Program to align with Board policies and motions.

A motion was made where the TAC concurs with the Metro findings regarding the consistency of the Metro Highway Program and the Executive Order and support maintaining the I-605 “Hot Spots” funding as approved by the voters in 2008 and 2016.

It was moved by Bill Pagget seconded by Jerry Stock to approve the motion. The motion was approved, abstentions by Ernesto Chaves.
H. Measure R Ordinance Preliminary 10-Year Review and Potential Amendments program

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 findings regarding the transfer potential.

A Motion was received for the TAC to support the I-605 Hotspots Measure R Program remaining status quo without consideration of potential amendments to the current program.

It was moved by Kenner Guerrero, seconded by Glen Kau to approve the motion. The motion was approved, abstentions by Mark Christoffels and Ernesto Chaves.

I. Gateway Cities COG Engineer Report

Due to the meeting exceeding two hours no formal report was presented only the comment that TAC member were reminded that funding request and adding items to the agenda need to be done one week prior to the TAC agenda announcement date which is 5-days before the TAC meeting. Funding requests with presentations need to be sent to Ernesto and Kekoa for review before that timeframe to be included on the agenda.

IX. COMMENTS FROM COMMITTEE MEMBERS

There were no comments from the committee members.

X. ADJOURNMENT

The meeting was adjourned at 3:43 p.m.
VII. REPORTS

Item A.
Metro Highway Program Update on Measure R/M Funding
May 26, 2020

TO: BOARD OF DIRECTORS

FROM: PHILLIP A. WASHINGTON
CHIEF EXECUTIVE OFFICER

SUBJECT: CEO'S CALL TO ACTION TO CONTROL COSTS

ISSUE

This memo outlines the CEO’s Call to Action to immediately reduce costs as one of the mitigation strategies to help the agency financially manage through COVID-19. This is intended to be informational and will not require a Board Action, however, staff will consider any feedback as provided thereafter.

BACKGROUND

With the implementation of the “Safer at Home” order in March, nonessential businesses closed, and all residents were directed to leave their homes only for essential activities. Consumer spending has plummeted. The revenues received from local and state derived sales tax measures, majority of Metro’s resources, are estimated to decline by a total of $1.060 billion over FY20 adopted budget and FY21 pre-COVID levels.

Transit ridership, fare revenues, tolls, advertising and other system generated revenues have dropped dramatically while Metro has incurred increased costs in response to the coronavirus. Combined with sales tax, this results in an estimated $1.8 billion total loss affecting each one of Metro’s programs.

While the CARES Act will provide relief funding it is not enough to offset the total losses. The timing of the reimbursement is also uncertain and in the coming months, presents a risk to cashflow.

DISCUSSION

More than ever, Metro is enforcing strong fiscal discipline in order to maintain financial stability through the COVID-19 crisis and specifically to ensure we retain enough cash
In addition to these measures, I have also instructed a freeze on all hiring of Metro employees at this time. Any changes will be managed on an individual basis in order to ensure proper cost savings from a labor perspective.

**NEXT STEPS**

Staff will be monitoring the agency’s expenditures and report to the board regularly between now and September leading up to the FY21 budget proposal.

**ATTACHMENTS**

Attachment A – Bucket Project List
to keep operating, hence the saying, “cash is king.” As a result, I have ordered a Call to Action to conserve resources and to immediately reduce expenses.

All projects and programs are grouped into two buckets. Bucket 1 is defined as “work to continue” and includes the following types of items:

- COVID-19 high priority tasks such as PPE and cleaning
- Operating and maintaining bus and rail service per Transit Operations Plan
- Major infrastructure projects and projects under executed contracts
- Legally required payments as contractually obligated
- Federal and State regulatory required activities

Bucket 2 is defined as all other projects and programs not listed under Bucket 1 and are being evaluated to be deferred three to six months with the objective of staying on the original Measure M schedule. This bucket includes projects that may have partial grant funding, projects in various phases of Planning, Construction and Operating, Measure M, Non-Measure M and Pillar projects. Attachment A provides a selective list of such projects for reference.

This project list is ever-changing and does not imply a permanent deferral of projects. Metro will be regularly assessing projects that have been temporarily deferred and continue to move projects expeditiously as the opportunities arise and as state or federal stimulus funds become available. There are many variables at play as we monitor the circumstances surrounding the revenue losses and the timing of reimbursement from the CARES Act. Over the next few months, staff will also be developing the FY21 Budget which will incorporate a thorough review and twelve-month outlook across all projects.

The projects that are proceeding also need to identify potential cost reductions to reduce cash needs and free up funds for other important needs at Metro. Consultants are an important part of our projects and a significant element of project costs.

Therefore, Metro has requested the following contributions from our consultants:

- A freeze on pay raises;
- An evaluation by Metro as to whether consultant staffing levels can be reduced;
- A voluntary reduction of 2% in the fee (profit)

Metro will be flexible in its approach and will only apply these measures temporarily until the financial outlook improves. We recognize that this is an extraordinary request, however, these are extraordinary times and we are looking at all opportunities.
Bucket Project List

Bucket 1: Work to Continue

**Health and safety for customers and employees**
- PPE
- Cleaning services
- Additional expenses directly related to COVID-19

Operating and maintaining bus and rail services per Transit Operations Plan

Federal and State regulatory required activities

Legally required payments (contractual obligations)
- Debt service
- Subsidies
- Licenses, utilities, rental, etc.

Major infrastructure and projects under executed contracts
- Airport Metro Connector (1)
- Crenshaw/LAX (1)
- Division 20 Portal Widening and Turnback
- Gold Line Foothill Extension (1)
- I-5 North HOV (along SR-134 to Buena Vista area) (1)
- I-5 South HOV (I-605 to Orange County line) (1)
- Light Rail Vehicle Acquisition Program
- Link US (Phase 1 only)
- Metro Bus Fleet Replacement (incl. electrification for buses and infrastructure for Orange Line)
- Patsaouras Bus Station
- Purple Line Extension (1)
- Regional Connector (1)
- Soundwall Package 11 (1)
- SR-138 Corridor project in construction (1)
- Willowbrook/Rosa Parks Station Upgrade & Mezzanine
Bucket Project List

Bucket 2: Work Evaluated to Defer with the Objective of Staying on the Original Measure M Schedule (selective list)

**Metro Transit Expansion**
- Arts District / 6th Street Station
- Center Street Facility / ESOC
- Countywide BRT Program (incl NSFV BRT, NoHo to Pasadena BRT) (1)
- Crenshaw Northern Extension (1)
- East San Fernando Valley LRT (1)
- Eastside Extension Phase 2 (1)(2)
- Green Line to Torrance (1)(2)
- San Gabriel Valley Transit Feasibility Study (1)
- Sepulveda Transit Corridor (1)(2)
- Vermont South Bay Feasibility Study (1)
- West Santa Ana Branch (1)(2)

**Metro Transit Capital Improvement**
- Bus and Rail Facilities SGR program - stations, vertical transportations, roofs, pavements, etc.
- Electrification of buses including infrastructure - Silver Line
- Enterprise Asset Management System
- Heavy rail vehicle acquisitions
- Light and heavy railcar modernization and overhaul programs
- Orange Line grade separation (1)
- Rail and Bus Operations Center
- Rail system improvements, yards, cars
- Rio Hondo Confluence Station
- Rolling stock midlife and non-revenue equipment programs
- Wayside SGR program underway on Red and Green Lines - radio, signals, communications, track, special work, OCS, power and the like

**Regional Transit**
- Antelope Valley Line Enhancements
- Doran Street ATP
- LAUS Esplanade / Forecourt
- McGinley to Roxford Double Track
- Union Station Master Plan (Phase 2)

**Highway / Street Improvements**
- Adams Flyover
- Alameda Corridor East grade separation phase 2 (1)
- Centinela grade separation
- Countywide Soundwall Noise Studies (1)
- Eastside Light Rail Access (1)
- First / Last Mile (PLE and others) (1)
- I-105 ExpressLanes (1)
- I-210 Barriers
Bucket 2: Work Evaluated to Defer with the Objective of Staying on the Original Measure M Schedule cont. (selective list)

- I-5 Capacity Enhancements (SR14 to Parker Road) (1)
- I-5 Corridor Improvement I-605 to I-710 (1)
- I-605 Hotspots (incl SR-91 interchange) (1)
- I-710 South Corridor Project (1)
- L.A. River (Bike) Path (1)
- La Canada Soundwalls
- Rail to Rail ATP
- Rail to River ATP
- Rosecrans/Marquardt Grade Separation (1)
- Soundwall Packages 12, 13, and 14 (1)
- South Bay Highway Operational Improvements (1)
- SR-138 new project initiation documents (1)
- SR-57 / SR-60 Interchange Improvements (1)
- SR-71 GAP - Mission Blvd to San Bernardino County Line (1)

(1) Measure R/M Project
(2) Pillar Project
VII. REPORTS

Item B.

91/605/405 Hot Spots Program Update
SR-91/I-605/I-405 "Hot Spots" Program

January 2020

COVID-19

- Transit ridership, fare revenues, tolls, advertising and other system generated revenues have dropped dramatically while Metro has incurred increased costs in response to the coronavirus. Combined with sales tax, this results in an estimated $1.8 billion total loss affecting each one of Metro’s programs.
COVID-19

• All projects and programs are grouped into two buckets.
• **Bucket 1** is defined as “work to continue” and includes:
  • COVID-19 high priority tasks such as PPE and cleaning
  • Operating and maintaining bus and rail service per Transit Operations Plan
  • Major infrastructure projects and projects under executed contracts
  • Legally required payments as contractually obligated
  • Federal and State regulatory required activities
• **Bucket 2** is defined as all other projects and are being evaluated to be deferred three to six months with the objective of staying on the original Measure M schedule:
  • projects that may have partial grant funding
  • projects in various phases of Planning, Construction and Operating
  • Measure M, Non-Measure M and Pillar projects

Metro

COVID-19

• Over the next few months, staff will also be developing the FY21 Budget which will incorporate a thorough review and twelve-month outlook across all projects.
• $1.068 billion from CARES Act will offset revenues to transit partners—Metrolink, Muni’s, Access—on a reimbursement basis. It does not include construction.

Metro
Program Overview

Env. & Design Awarded
I-605 / Valley Blvd.
Env. & Design Awarded
SR-60 / 7th Ave.
Env. & Design Awarded
I-605 / Beverly Blvd.

Design Awarded
SR-91 / I-605
Env. & Design Awarded
SR-91 / Central - Acacia
Env. & Design Awarded
SR-91 / Atlantic - Cherry

Construction in Prog.
I-605 / South St.

$10+ Billion

30+ Arterial Intersection Improvements

I-605 Corridor Improvement Project

Proposed Alternatives: I-605

ALTERNATIVE 1
No Build
(Existing Condition)

ALTERNATIVE 2
1. converted ExpressLane
2. new General Purpose lane
*Auxiliary lanes added where needed

ALTERNATIVE 3
1. converted ExpressLane
2. new ExpressLane
*Auxiliary lanes added where needed

ALTERNATIVE 4
1. new HOV lane
*Auxiliary lanes added where needed

*Auxiliary lanes added at interchanges.
**Project Summary**

- Improve weaving on SB I-605 by widening South St off-ramp
  - Add second right-turn lane (two left and two right-turns total)
  - Provides standard deceleration distance
- PAVED & PS&E Early Action Project (EAP)

**Status Update**

- Final Design Complete January 2020
- Construction to NTP by December 2020
I-605 / Beverly Blvd. Interchange

Project Summary

- Eliminate short weaving length between existing loop ramps
- Implement diamond interchange
- Provide all movements at intersection & signalize
- PAED & PS&E Contract 2018

Status Update

- Final Design to be complete by Spring 2021
- Construction bid in late 2021
**Project Summary**
- Additional lane on Valley Blvd
- Additional lane on Temple Ave
- Existing horseshoe on-ramp would be replaced with a 3-lane on-ramp new signalized intersection at the SB I-605 ramps & Valley Blvd

**Status Update**
- PAED & PS&E Contract 2018
- DED Circulation June 16, 2020
- PS&E complete Spring 2021
- Construction in 2021
SR-60 / 7th Ave. Interchange

Project Summary
- Add lane on WB off-ramp
- Addresses geometric, operational, and safety issues of the ramps/local street intersections
  - Queue spillback onto freeway

Status Update
- PAED & PS&E Contract 2018
- CE anticipated June 2020
- Construction in 2021
I-605 / SR-91 Interchange

Project Summary

- Westbound SR-91 widening to add a lane between Shoemaker and Alondra

Status Update

- PS&E awarded $17 million in SB-1 funding
- Final design completion anticipated June 2023
- Construction in 2024
- Being nominated for TCEP (SB1) funding for construction

SR-91 / Central to Acacia

[Diagram showing roadways and traffic flow]
SR-91 / Central to Acacia

**Project Summary**
- Addresses weaving issue caused by the closely spaced on/off ramps
  - C-D Road in both directions
- Improvements on interchanges & mainline

**Status Update**
- PAED completion anticipated Feb 2020
- Construction in 2023
- Being nominated for TCEP (SB1) funding for PS&E

SR-91 / Atlantic to Cherry
SR-91 / Atlantic to Cherry

Project Summary

- Address weaving issue on mainline
- Add EB SR-91 auxiliary lane from I-710 Connectors to Cherry Ave off-ramp

Status Update

- PAED & PS&E Contract 2018
- PAED completion Feb 2020
- PS&E at 35%
- Construction in 2023
- Being nominated for TCEP (SB1) funding for Construction

I-605 Program

Gateway Cities Highway Programs
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SR 91 Cherry & 605 Beverly
Lucy Delgadillo
Project Manager
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https://www.metro.net/projects/i-605-corridor-hot-spots-program/

I-605 CIP
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WB 91 & Arterial Programs
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https://www.metro.net/projects/i-605-corridor-hot-spots-program/
VII. REPORTS
   Item D.
   Measure R Funding Requests
CITY OF LAKEWOOD

LAKEWOOD BLVD AT DEL AMO BLVD
I-605 HOT SPOTS ARTERIAL INTERSECTION
REVISED PROJECT COST
REVISED PROJECT COST

ORIGINAL ESTIMATE
- PRELIMINARY ENGINEERING $149,915
- DESIGN ENGINEERING $333,385
- CONSTRUCTION ENGINEERING $225,000
- CONSTRUCTION $4,796,000
- RIGHT-OF-WAY $0
TOTAL PROJECT COST $5,504,300

CURRENT COST
- PRELIMINARY ENGINEERING $149,915
- DESIGN ENGINEERING $333,385
- CONSTRUCTION ENGINEERING $430,000
- CONSTRUCTION $4,991,300 (includes $500,000 contingency)
- RIGHT-OF-WAY $100,000
TOTAL PROJECT COST $6,004,300
(Funding Request of $500,000 Contingency)

SUMMARY
- City of Lakewood has a TAC 91/605/405 and Metro approved budget of $5,504,300 for intersection improvements at Del Amo Blvd and Lakewood Blvd.
- A contract has been awarded for construction in an amount of $4,442,604.
- Purchase of an easement, preliminary engineering, design and construction management account for $1,010,842 for an estimated project cost of $5,453,446. This leaves only $50,854 for construction contingency.
- The City of Lakewood is requesting that an additional $500,000 be assigned to this project to be used if needed, for construction contingency.
Mulberry Drive and Painter Avenue Intersection Improvements

Project Manager: Chuck Vosicka

Supervisory District 4

Mulberry Drive and Painter Avenue Intersection Improvements

Project Location Map
Mulberry Drive and Painter Avenue Intersection Improvements

Geometric Plan
N.T.S.

Mulberry Drive and Painter Avenue Intersection Improvements

Project Overview:
- One of the I-605 Hot Spot projects.
- Provide the following improvements to this intersection:
  1. Provide an additional northbound left turn lane along Painter Avenue
  2. Provide an eastbound right turn pocket along Mulberry Drive
  3. Increase the eastbound left turn storage along Mulberry Drive
  4. Provide a westbound right turn pocket along Mulberry Drive
  5. Increase the westbound left turn storage along Mulberry Drive
  6. Provide a northbound right turn pocket along Painter Avenue
  7. Provide a southbound right turn pocket along Painter Avenue
  8. Provide an eastbound right turn overlap phase
  9. Provide a westbound right turn overlap phase
  10. Sign Mulberry Drive as a class III bike route
Mulberry Drive and Painter Avenue Intersection Improvements

Based upon our analysis of the project site, the following is our recommended scope of work:

- Widen Painter Avenue 2 feet on east side (south of Mulberry Avenue) and 2 feet on west side (north of Mulberry Avenue). Widen Mulberry Drive: 10 feet on south side (west of Painter Avenue); 1 foot on south side (east of Painter Avenue); and 4 feet on north side (east of Painter Avenue).
- Reconstruct curb and gutter, sidewalk, driveways, and curb ramps. Remove and/or modify raised medians.
- (Re)construct two bus pads; and coordinate with transit owners to have affected bus shelters and benches adjusted and/or relocated.
- In the pathway area, remove and/or plant trees.
- Retrofit and/or reconstruct six existing catch basins (CB) owned and maintained by the Los Angeles County Flood Control District (LACFCD). Extend the connector pipes to join the new CB location if possible; otherwise, install a new connector pipe between the mainline storm drain and the CB.
- Install an automatic retraceable screen and connector pipe screen (CPS) for each LACFCD CB if determined to be warranted (exception: only install a CPS if storm runoff collection is in a sump condition).
- Construct a fibreglass catch basin (FCB) immediately upstream of each LACFCD CB if determined to be visible. Connect the FCB to the LACFCD CB.
- Replace affected curb drains.
- Remove and/or replace affected walls, drive gates, and drainage inlets on private property.
- Relocate and/or install street lights, and relocate and upgrade traffic signals.
- Coordinate with utility owners to have above-ground utility facilities relocated.
- Relocate a Whittier Adult School marquee sign.
- Remove on-street parking along southbound Painter Avenue (north of Mulberry Drive) and westbound Mulberry Drive (east of Painter Avenue).

Significant Differences between original concept and our proposal:

1. 7-foot wide sidewalks do not meet County standards. 8 feet is the minimum width.
2. Existing pavement condition and grade differences require pavement modification.
3. Modification of the existing storm drain system was not contemplated.
4. Relocation of street lights and traffic signal poles was not anticipated.
5. Relocation of the continuation high school marquee sign was not contemplated.
Mulberry Drive and Painter Avenue Intersection Improvements

Right of Way Requirements

Mulberry Drive and Painter Avenue Intersection Improvements

**Estimated Project Costs:**

- PE Expenditures through December 11, 2019: $550,000
- Projected Remaining PE cost (PS&E phase): $572,000

**Total PE Cost:** $1,122,000

- Construction Contract Cost:
  - Roadway: $1,600,000
  - Drainage (surface & subsurface): $200,000
  - Signing and Striping: $40,000
  - Street Lighting: $150,000
  - Traffic Signal Relocation & Upgrade: $300,000
  - Traffic Control: $50,000
  - Relocate School Marquee Sign: $50,000

**Total Construction Contract Cost:** $2,590,000

- Construction Contingency (10 percent): $259,000
- Construction Engineering (25 percent): $646,000
- Contract Cities Liability Trust Fund (4 percent): $4,000
- Monument Preservation: $30,000
- R/W Payout Cost: $130,000

**Total Project Cost:** $4,783,000
### Mulberry Drive and Painter Avenue Intersection Improvements

**Current Total Project Budget**

$2,416,000

**Total Project Cost Estimate:**

- **PA&ED Phase:** $565,000
  - (FA-MR315.17 $595,000)
- **PS&E Estimate:** $572,000
- **Construction Estimate:** $2,849,000
- **CE Estimate:** $682,000
- **Right of Way Acquisition Estimate:** $130,000

**Additional Budget Required**

$2,388,000

---

### Mulberry Drive and Painter Avenue Intersection Improvements

**Progress:**

- **Project Design Concept Report**
  (completed May 10, 2017)

- **60% Design Plans**
  (completed May 31, 2018)

- **Mitigated Negative Declaration**
  (completed December 13, 2019)
Mulberry Drive and Painter Avenue Intersection Improvements

Going Forward:

- Executed Amended Funding Agreement
  (estimated February 2021)

- Signed PS&E
  (estimated August 2020)

- Award Construction Contract
  (estimated May 2022)
VII. REPORTS

Item E.

Current Program Funding Update
## I-605 Early Action Projects (NON-FREeway) - Project Budget and Work Progress Summary

<table>
<thead>
<tr>
<th>Project (Jurisdiction)</th>
<th>Jurisdiction</th>
<th>Total/Programmed</th>
<th>Funded Phases</th>
<th>Current Phase</th>
<th>Expanded Measure R</th>
<th>Remaining Measure R</th>
<th>Project End</th>
<th>Status/Comments</th>
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Notes:
* construction commitment from SVCCOG

Gateway Cities I-605 Projects
Metro Highway Programs

Freeway Funding
6/17/2020
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<td>AWD - Centinela, La Mirada, and Santa Fe Springs</td>
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*Note: All amounts are in dollars.*
Measure R - I-605 Early Action Projects (NON-FREEWAY) Summary

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Measure R I-605 Hot Spots
Metro Highway Programs

Programming Summary
6/17/2020
VII. REPORTS
ITEM F.
Measure R and M Highway Subregional Program Semi-Annual Update
PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2020

SUBJECT: MEASURE R AND M HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING $178,107,100 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list as shown in Attachment A for:
   • Highway Operational Improvements in Arroyo Verdugo
   • Highway Operational Improvement in Las Virgenes Malibu
   • I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
   • I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
   • I-710 South and/or Early Action Projects in Gateway Cities

B. APPROVING deobligation of $23,214,900 dollars of previously approved Measure R Highway Subregional Program funds for re-allocation at the request of project sponsors;

C. APPROVING $5,250,000 in additional programming of Measure M Multi-Year Subregional Program (MSP) funds as shown in Attachment B for:
   • Transportation System and Mobility Improvements Program (Expenditure Line 66) project number MM5508.05
   • I-605 Corridor “Hot Spots” Interchange Improvements Program (Expenditure Line 61) project number MM5509.05

D. DELEGATING to the CEO or his designee the authority to:
   1. amend Measure R funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
   2. allow changes in project sponsor to deliver board approved projects; and

E. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the Board-approved projects; and
ISSUE

The Measure R Highway Subregional Program update allows the Metro Highway Program and each subregion or lead agency to revise delivery priorities and amend project budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have received prior Board approval, as well as proposed changes related to schedules, scope, funding allocation and the addition or removal of projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Lines 31, 32, 33, 35, 37, 38 of the 2008 Measure R Expenditure Plan address Highway Operational Improvement subfunds. The Highway Department in Program Management assists or lead the development and implementation of highway and arterial projects with these subfunds. Highway Department staff also manage grants to jurisdictions and works with each of the subregions and eligible grant recipients to deliver projects.

To be eligible for funding, projects must improve traffic flow in an existing State Highway corridor by reducing congestion and operational deficiencies. Project sponsors may use board approved funds in all project phases.

Updates on progress in development and implementation of the subregional highway projects and programs are presented to the Board semi-annually and on as-needed basis.

Performance of completed projects funded by highway subregional funds will be reported to the Board at set milestones.

DISCUSSION

The Subregional Highway capital projects are not individually defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/approved by Metro Highway Program staff for funding.

The changes in this update include $178,107,100 in additional programming for projects in Arroyo Verdugo, Las Virgenes Malibu, Gateway Cities and South Bay subregions- as detailed in Attachment A.

A nexus determination has been completed for each new project. All projects on the attached project lists are expected to provide highway operational benefits and meet the Highway Operational and Ramp/Interchange improvement definition approved by the Board.

Moreover, this update includes programming for two Measure M MSP projects. The MSP project for the City of Redondo Beach is detailed in the South Bay section of this report and the City of Long Beach project is detailed in the Gateway Cities I-605 Corridor “Hot Spots” Interchange section of this
report.

For the Gateway Cities subregion, the MSP project had been excluded from the previously approved Measure M MSP 5-year plan. Due to a change in determination of eligibility, this project will be funded through Line 61, I-605 Corridor "Hot Spots" Interchange Improvements.

Future MSP project and program updates will continue to be reported through the annual Measure M Multi-Year Subregional Program board reports for the Gateway Cities and South Bay subregions.

**Highway Operational Improvements in Arroyo Verdugo**

To date, $91,038,400 has been programmed for projects. This update includes $4,150,000 in new programming for 2 new projects and adjustments to 2 existing projects as follows:

**Burbank**

- Modify the scope for MR310.55 - I-5 Corridor Arterial Signal Improvements - Phase 3. This project will add the intersection of Magnolia Blvd at Screenland Dr to the current project scope.

- Modify the scope for MR310.56 - Victory Blvd/N Victory Pl and Buena Vista St Signal Synchronization. This modification will extend the project limits from the intersection of Victory Pl and N Buena Vista to the intersection of San Fernando Blvd and Cohasset St. The project will synchronize San Fernando Blvd, N Victory Pl and Victory Blvd and Buena Vista within the project limits.

**Glendale**

- Program $1,650,000 for MR310.61 - Broadway Traffic Signal Modifications. The total project budget is $1,650,000. This new project will design and construct signals on Broadway at San Fernando Rd., Columbus Ave. and Galleria Way intersections.

  **Measure R NEXUS to Highway Operational Definition:** This project is an eligible traffic signal upgrade, timing and synchronization project.

- Program $2,500,000 for MR310.62 - Downtown Glendale Signal Synchronization Project. This new project will design and construct traffic signal improvement, timing and synchronization plans and install communications upgrades on various principal arterials in Downtown Glendale.

  **Measure R NEXUS to Highway Operational Definition:** This project is an eligible traffic signal upgrade, timing and synchronization project.

**Highway Operational Improvements in Las Virgenes Malibu Subregion**
To date, $156,651,000 has been programmed for projects. This update includes $250,000 in new programming and funding adjustments to 4 existing projects as follows:

**Westlake Village**

- Program an additional $250,000 for MR311.18 - Rte 101/Lindero Cyn Rd. Interchange Improvements, Phase 3A Construction. The revised project budget is $9,700,000. The additional programmed funds will be used for installation of required safety barricades.

**Malibu**

- Program an additional $900,000 for MR311.11 - PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd. The revised project budget is $14,600,000. The additional programmed funds will be used for design and construction of changeable message signs and signal improvements.

- Program an additional $400,000 for MR311.24 - Malibu/Civic Center Way Widening. The revised project budget is $5,600,000. The additional programmed funds will be used for construction.

- Deobligate $1,300,000 from MR311.29 - PCH Regional Traffic Message System (CMS). The revised project budget is $0. The city will no longer proceed with this project.

**I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)**

To date, $236,970,900 has been programmed for projects. This update includes $175,295,000 in new programming for 3 new projects and funding adjustments to 8 existing projects as follows:

**Caltrans**

- Program an additional $62,000,000 for MR312.25 - I-405 at 182nd St./Crenshaw Blvd Improvements. The revised project budget is $86,400,000. The additional programmed funds will be used for construction.

- Program $8,400,000 for MR312.82 - PCH (I-105 to I-110) Turn Lanes and Pockets. This new project will construct intersection improvements on Pacific Coast Highway.

  **Measure R NEXUS to Highway Operational Definition:** This project is an eligible intersection and street widening project.

**El Segundo**

- Program an additional $5,000,000 for MR312.57 - Park Place Roadway Extension and
Railroad Grade Separation Project. The revised project budget is $5,350,000. The additional programmed funds will be used for final design.

County of Los Angeles

- Reprogram existing board approved project budget of $2,000,000 for MR312.64 - South Bay Arterial System Detection Project. The funds are being reprogrammed to align with the current project schedule: $600,000 in FY21 and $1,400,000 in FY22.

Manhattan Beach

- Modify the scope for MR312.62 - Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St., Cedar Ave, 14th St and 2nd St. The project scope has been reduced to only one intersection, Marine Ave at Cedar Ave. This project will construct new left-turn and right-turn improvements at the intersection of Marine Ave and Cedar Ave and traffic signal improvements. The project budget remains the same and funds will be reprogrammed to FY21.

Metro

- Program an additional $13,200,000 for MR312.30 - I-405 Improvements from I-105 to Artesia Blvd. The revised project budget is $17,381,000. The additional programmed funds will be used for final design.

- Program an additional $13,200,000 for MR312.55 - I-405 Improvements from I-110 to Wilmington. The revised project budget is $17,400,000. The additional programmed funds will be used for final design.

- Program $20,000,000 for MR312.84 - I-105 Integrated Corridor Management (ICM). This new project will develop, design and construct detection, traffic management, communications and traffic control systems that will enable real-time traffic management capabilities between Caltrans and local agencies on I-105.

Measure R NEXUS to Highway Operational Definition: This project is an eligible traffic signal upgrade, timing and synchronization project.

- Program $14,000,000 for MR312.85 - I-405 N/B Aux Lane (Imperial Hwy to El Segundo). This new project will environmentally clear and design auxiliary lane improvements between Imperial Hwy and El Segundo.

Measure R NEXUS to Highway Operational Definition: This project is an eligible auxiliary lane for merging and weaving between adjacent interchanges.
Port of Los Angeles

- Program an additional $37,395,000 for MR312.32 - SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd. The revised project budget is $41,225,000. The additional programmed funds will be used for construction.

Redondo Beach

- Program an additional $2,100,000 for MR312.38 - PCH at Anita St. Improvements (left-and right-turn lanes). The revised project budget is $2,400,000. The additional programmed funds will be used for final design and construction.

Measure M MSP

Redondo Beach

- Program an additional $2,750,000 for MM5508.05 - Redondo Beach Park and Ride/Transit Center. The revised project budget is $7,250,000. The additional funds will be used for construction.

I-605 Corridor “Hot Spots” Interchanges

To date, $263,458,000 has been programmed for projects. This update includes $7,925,500 in new programming for 1 new project and funding adjustments to 7 existing projects as follows:

Metro

- Program an additional $242,200 for AE25081 - PS&E for Carmenita/South St. and Bloomfield/Artesia Intersection Improvements. The revised project budget is $342,200. The programmed funds are being revised to match the awarded contract.

- Program an additional $265,400 for AE25083 - PS&E for Valley View/Rosecrans & Valley View/Alondra Intersection Improvements. The revised project budget is $365,400. The programmed funds are being revised to match the awarded contract.

- Modify scope for MR315.72 - Whittier Intersection Improvements. This project is currently in design. Right of Way services are required for this project and eligible for Measure R Subregional funds. The cost of the ROW phase for this project was included in the June 2019 Board action but the phase was not listed in the project description. The ROW services will be completed within the existing project budget.

Caltrans
• Modify scope for MR315.31 - I-605 from SR-91 to South St. Improvements. Final design for the project is complete. However, preparation of an aesthetic landscape master plan and design services for all SR-91 active project are required by Caltrans. The additional work can be completed within the current approved project budget.

Lakewood

• Deobligate $300,000 for MR315.01 - Lakewood Blvd at Hardwick St. Traffic Signal Improvements. The revised project is $0. The city is consolidating the scope items of this agreement with MR315.36. This agreement will be canceled.

• Program an additional $300,000 for MR315.36 - Lakewood Blvd Regional Capacity Enhancements. The revised project budget is $3,900,000. The additional programmed funds will be used to complete design and construction of the project.

Long Beach

• Program an additional $2,819,000 for MR315.60 - Soundwall on Northbound I-605 near Spring St. The revised project budget is $3,169,000. The additional programmed funds will be used for final design and construction.

Paramount

• Program $4,600,000 for MR315.20 - Alondra Blvd Improvements. This new project will environmentally clear and design roadway widening improvements on Alondra Blvd between Hunsaker Ave and Lakewood Blvd.

  Measure R NEXUS to Highway Operational Definition: This is an eligible intersection and street widening project.

Measure M MSP

Long Beach

• Program an additional $2,500,000 for MM5509.05 - Studebaker Rd - Loynes Dr. Complete Streets Project. The revised project budget is $8,750,000. This project will construct roadway, signal and bikelane improvements.

I-710 South and/or Early Action Projects

To date, $247,189,900 has been programmed for projects. The update includes $13,700,000 in new programming for 2 new projects and funding adjustments to 2 existing projects as follows:

Metro
• Deobligate $5,000,000 from the ITS/Air Quality Early Action allocation. The remaining budget for the stated use is $3,760,000. The deobligated funds will be reprogrammed to develop Integrated Corridor Management (ICM) improvements along I-710 consistent with the original intent of these funds.

• Program $5,000,000 for MR306.05 - I-710 Integrated Corridor Management (ICM) Project. This new project will develop and design detection, traffic management, communications and traffic control system enhancements to enable real-time traffic management capabilities between Caltrans and local agencies along I-710. These ITS and ICM improvements will improve mobility and air quality thought the real-time management of passenger car and freight/drayage truck congestion.

Measure R NEXUS to Highway Operational Definition: This is an eligible Traffic signal upgrade/timing/synchronization and traffic surveillance project.

Long Beach

• Program an additional $12,900,000 for MR306.19 - Shoemaker Bridge Replacement Project. The revised project budget is $23,900,000. The additional funding is a required local match to the STIP.

Paramount

• Program $800,000 for MR306.06 - Rosecrans Bridge Retrofit Project. This new project will environmentally clear and design the widening of the existing Rosecrans bridge.

Measure R NEXUS to Highway Operational Definition: This is an eligible street widening project.

State Route 138 Capacity Enhancements

To date, $200,000,000 has been programmed for projects. The update includes funding adjustments to 4 existing projects as follows:

Lancaster

• Program an additional $5,339,994 for MR330.02 - SR-138 (SR-14) Avenue K Interchange. The revised project budget is $20,339,994. The additional funds are being reprogrammed to match the engineers estimate.

• Deobligate $13,124,973 from MR330.03 - SR-138 (SR-14) Avenue G Interchange. The revised project budget is $1,875,063. The remaining funds are for the project initiation document and environmental phases. The city has acquired funding commitments from the County of Los Angeles and allocated North County MSP funds to match the engineers estimate.
• Program an additional $11,274,943 for MR330.04 - SR-138 (SR-14) Avenue J Interchange. The revised project budget is $21,274,943. The additional funds are being reprogrammed to match the engineers estimate.

• Deobligate $3,490,000 from MR330.05 - SR-138 (SR-14) Avenue L Interchange. The revised project budget is $1,510,000. The remaining funds are for the project initiation document and environmental phases. The city will actively pursue ATP grants, allocate North County MSP funds and evaluate other funding options to complete this project.

DETERMINATION OF SAFETY IMPACT

The recertification of the project list and funding allocations will have no adverse impact on the safety of Metro’s patrons and employees and the users of the reference transportation facilities.

FINANCIAL IMPACT

Approval of Recommendation A and C will not require an FY20 Budget amendment at this time. Highway project management staff will monitor the respective projects and adjust funding as required to meet project needs within the Adopted FY20 Highway budget and the proposed FY21 budget subject to availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY20 and FY21 funds are allocated for Arroyo Verdugo (Project No.460310), Las Virgenes Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in approved FY20 and proposed FY21 budgets. These three programs are budgeted under Cost Center 0442 in Account 54001 (Subsidies to Others).

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the cities of Palmdale and Lancaster under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Funding for the I-605 Corridor "Hot Spots" Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services); 461314, Task 5.2.100; 462314, Task 5.3.100; 463314, Task 5.2.100; 460345, Task 5.3.100; 460346, Tasks 5.3.100 and 5.5.100; 460348, Tasks 5.2.100 and 5.3.100; 460349, Task 5.2.100; 460350, Task 5.2.100; 460351, task 5.2.100; and for I-710 Early Action Projects, in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316, Task 5.2.100; 463316, Task 5.3.100; 463416, Task 5.3.100; and 463516, Task 5.3.100 in Account 50316 (Professional Services) in Cost Center 4720 are all included in the FY20 budget

Funding for the Redondo Beach Park and Ride/Transit Center project will be managed through the Transportation System and Mobility Improvements Program (Expenditure Line 66) Project No. 475508, Cost Center 0442, Account 54001 (Subsidies to Others). Staff will work within the adopted FY20 and proposed FY21 budget subject to available funds.
Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Senior Executive Officer, Program Management, Highway Program will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon Approval of recommendations, staff will rebalance the approved FY20 and proposed FY21 budgets to fund the identified priorities. Should additional funds be required for FY21 period, staff will revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for Bus and rail Operations or Capital expenses.

The source of funds for Recommendation C is Measure M Highway Construction 17%. This fund is not eligible for Bus and Rail Operations or Capital expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed projects are consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the State highways and eligible local arterials.

Goal 4: Transform LA county through regional collaboration by partnering with the various subregions to identify the needed improvements and development and implement mobility improvement projects.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will delay development of the needed improvements.

NEXT STEPS

Metro Highway Program Staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENT

Attachment A - Projects Receiving Measure R Funds
Attachment B - Projects Receiving Measure M Funds

Prepared by: Isidro Panuco, Sr Mgr. Transportation Planning, (213) 418-3208
Abdollah Ansari, Sr. Executive Officer, (213) 922-4781

Reviewed by: Richard F Clarke, Chief Program Management Officer, (213) 922-7557

Phillip A. Washington
Chief Executive Officer
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Gateway Cities: 1405/SR-91/I-405 Corridors "Hot Spots"
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South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 66)

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Gateway Cities Subregion
Measure M Multi-Year Subregional Plan - I-405 Corridor "Hot Spot" Interchange Improvement (Expenditure Line 61)

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ATTACHMENT B