

**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:

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

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:

No	Project	Existing Funding	Current Cost Estimates*	Funding Request
1	Alondra Blvd Improvements (West City limit to East City limit)	\$0	\$48,630,000	\$4,600,000 **Phase 1 – Only at this time

**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 existing 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 completed 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 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 M 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:

No	Project	Existing Funding	Current Cost Estimates**	Funding Request
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1	Alondra Blvd Improvements (West City limit to East City limit)	\$350,000	\$1,957,393	Design \$300,000 Construction Support \$561,640 Construction \$1,957,393 Total = \$2,819,033
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***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 Christoffels 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.