



Board Report

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PLANNING AND PROGRAMMING COMMITTEE JUNE 15, 2016

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM (MRHSP)

ACTION: APPROVE ADOPTION OF UPDATED PROJECT LIST

RECOMMENDATION

CONSIDER:

- A. APPROVING the updated **project list and changes in the funding levels for the Measure R Highway Subregional Program (MRHSP) in Arroyo Verdugo, Las Virgenes Malibu, South Bay, North County, and Gateway Cities Subregions** as shown in Attachment A.
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements for approved projects.
- C. APPROVING time extension for 1 project as shown in Attachment B

ISSUE

The project lists for the MRHSP are updated to provide each subregion with the opportunity to revise the proposed Measure R Highway Program implementation plan. The updated attached project lists include projects which have already received prior Board approval, as well as proposed changes related to schedule, scope, funding allocation and the addition or removal of projects. The Board's approval is required as the updated project lists are the basis for Metro to enter into agreements with each respective implementing agency,

DISCUSSION

The Measure R Expenditure Plan included the following projects in the Highway Subregional Program

- Highway Operational Improvements in Arroyo Verdugo subregion
- Highway Operational Improvements in Las Virgenes/Malibu subregion
- I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements in South Bay
- State Route 138 Capacity Enhancements in North County
- I-605 Corridor "Hot Spots" Interchanges in Gateway Cities

- I-710 South and/or Early Action Projects in Gateway Cities

These projects are not fully defined in the Measure R Expenditure Plan. Definition, development, and implementation of specific projects are done through collaborative efforts by Metro's Highway Program staff, the respective COGs and the project sponsor.

At the December 2015 meeting, the Board approved revised project lists and funding allocations for the aforementioned projects. This update reflects the project changes recommended by each subregion. Highway Program staff is working closely with each subregion to identify and deliver Highway Operational Improvement Projects. The changes include an additional \$81 million in programming to support 12 projects, new or existing, as detailed in Attachment A.

A nexus determination has been completed for each new project added to the list. All of the projects on the attached project lists provide highway operational benefits and meet the highway operational improvement and ramp/interchange improvements definition approved by the Board in October 2009 as part of the adoption of Metro's Long Range Transportation Plan.

Highway Operational Improvements in Arroyo Verdugo Subregion

The updated list includes funding adjustments for current projects recommended by the Arroyo Verdugo Subregion. To date, through Measure R, the subregion has completed 10 projects and expended \$18.6 million into local investments. Additionally, the subregion currently has 11 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$61.5 million programmed.

The adjustments in the project list are as follows:

City of Glendale

- Program an additional \$185,471 in Prior Years for the City of Glendale's, SR-134 Glendale Ave. Interchange Modifications Project (MR310.16). The revised total project budget is \$1,585,471.

The City of Glendale advertised the project, and the lowest competitive bid came in above the original project estimate done in 2013.

- Deobligate \$480,000 in FY16-17 from the City of Glendale's, I-210 Soundwalls Project (MR310.25). The revised project budget is \$4,520,000. The deobligated funds will be reprogrammed to fund the Noise Barrier Scope Summary Report (NBSSR) led by Metro for the I-210 Soundwall project from Waltonia Dr. to Pennsylvania Ave. The remainder of the programmed funds will be used for future phases.

County of Los Angeles

- Deobligate \$320,000 in FY17-18 from LA County's Soundwalls on Interstate 210 in La Crescenta-Montrose project (MR310.44). The revised project budget is \$3,044,000. The deobligated funds will be reprogrammed to fund the Noise Barrier Scope Summary Report (NBSSR) led by Metro for the I-210 Soundwall project from Waltonia Dr. to Pennsylvania Ave. The remainder of the programmed funds will be used for future phases.

Metro

- Program \$300,000 in FY16-17 and \$500,000 FY17-18, for the I-210 Soundwall Project. This project will fund an NBSSR study on I-210 from Waltonia Dr. to Pennsylvania Ave. The total project budget is \$800,000.

This project will conduct a Noise Barrier Scope Summary Report (NBSSR) on the I-210 freeway in Glendale and the unincorporated area of LA County. The study will include a noise analysis within the projects limits, and provide design considerations to mitigate traffic noise on properties adjacent to I-210.

Measure R Nexus to Highway Operational Definition:

This is a Soundwall project, which is an eligible operational improvement in the Arroyo Verdugo Subregion.

The subregion's project list, as detailed in Attachment A, totaling \$61.5 million, does not exceed the \$64 million forecast to be available for the subregion over FY11-20

Highway Operational Improvements in the Las Virgenes-Malibu Subregion

The updated list includes funding adjustments for current projects recommended and approved by the Las Virgenes-Malibu Subregion. To date, through Measure R, the subregion has completed 4 projects and expended \$62.7 million into local investments. Additionally, the subregion currently has 16 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$128,351 million programmed.

The adjustments in the project list are as follows:

City of Agoura Hills

- Deobligate \$100,000 from the Kanan Road Overpass Expansion - PSR, PR, PS&E Project (MR311.14). The revised total project budget is \$150,000. The City has downscoped the project to provide funds to the Agoura Hills Multi-Modal Transportation Center Project.
- Program \$100,000 in FY16-17 for the Agoura Hills Multi-Modal Center Project. This is a new project being proposed by the City. The project budget will only be used for design and

construction phases after review and approval of the final scope of the project by Metro and determination of eligibility for use of the Highway Operational Improvement funds.

The project will build a Regional Multi-Modal Transportation Center, which will include regional bus transit services and park and ride facilities. This project was one of the originally-identified Measure R projects for the City. However, it was not initially funded due to other priorities.

Measure R Nexus to Highway Operational Definition:

The City plans to build a transportation facility / park and ride lot that would serve as a central location for the multiple regional transit operators in the area such as Metro's 161 bus line, LA DOT's Commuter Express, Dial-A-Ride, and Kanan Shuttle and would promote mode shift resulting in less vehicles on the US-101 freeway and higher transit ridership. The goal of the project is to provide transit use options to commuters and trips to destinations outside the subregion, thereby reducing traffic volumes on the US-101. Final eligibility of the project will be determined upon finalization of the scope of the project.

City of Calabasas

- Program an additional \$7,000,000 in FY 16-17 for the City of Calabasas Lost Hills Road Overcrossing and Interchange Project (MR 311.06). The revised total project budget has increased to \$33,000,000. The City is programming additional funds to this project to address cost overruns resulting from changes in the design and increased construction costs. The project includes an increase in scope required by Caltrans to address U.S. 101 southbound on-ramp metering requirements.

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

The proposed revised project list includes funding adjustments for current projects recommended by the South Bay Cities Council of Governments. To date, through Measure R, the subregion has completed 13 projects and expended \$42 million into local investments. Additionally, the subregion currently has 29 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totaling \$233 million.

The adjustments in the project list are as follows:

City of Carson

- Program \$65,000 in FY16-17 and \$85,000 in FY17-18 for the City of Carson's Traffic Signal Control Upgrades at Figueroa St. and 234th St. and Figueroa St. and 228th St (MR312.46). The total project budget is \$150,000.

This project will upgrade the traffic signal equipment at the intersection of Figueroa St. and 234th

by replacing the poles, signal heads and controllers. This project will also add left turn phases on the east and west approaches at the Figueroa St. and 228th intersection.

Measure R Nexus to Highway Operational Definition:

Figueroa St. in the City of Carson runs immediately parallel to I-110 and currently carries 10,000 cars a day. This principal arterial functions as a bypass to I-110, serving short commuter trips and longer regional trips when there are incidents on I-110. The improvements at these two intersections will improve traffic flow on Figueroa St., especially during peak hours, when traffic exiting I-110 at the Sepulveda Blvd. and 223rd St. ramps, combined with the regional north-south traffic, overwhelms the existing operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$500,000 in FY16-17 and \$900,000 in FY17-18 for City of Carson's Traffic Signal Upgrades at 10 Intersections (MR312.41). The Total project budget is \$1,400,000.

This project is at the intersections of: 1) Figueroa and Victoria St, 2) Main St. and 220th, 3) Main St and Victoria St, 4) Main St and Albertoni, 5) Broadway at Victoria St., 6) Broadway and Albertoni St, 7) Broadway and Gardena, 8) Broadway at Alondra 9) Mid Block Cross Walk on Broadway south of Albertoni St. and 10) Figueroa and 223rd St.

Measure R Nexus to Highway Operational Definition:

The 10 intersections improvements are immediately adjacent or in very close proximity to five of the major freeway on/off-ramps serving the City of Carson: 1) I-110 on/off ramps located on 190th /Victoria Avenue, 2) SR-91 on/off ramps on Main St., 3) SR-91 on/off ramps on Albertoni St. and 4) I-405 on/off ramps at S. Main St., and 5) I-405 on/off ramps at 220th St. Traffic from freeways at local interchanges adversely impacts the operations of these intersections. Improving traffic flow at the 10 arterial intersections in close proximity to the freeway on/off ramps will help distribute traffic coming from SR-91, I-110 and I-405. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Gardena

- Deobligate \$720,000 in FY20-21 from the Redondo Beach Blvd. Arterial Improvements Project from Crenshaw Blvd. to Vermont Ave. (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$380,000 in FY20-21 from the Crenshaw Blvd. Arterial Improvements Project from Redondo Beach Blvd. to El Segundo Blvd. (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$1,140,000 in FY20-21 for the Park and Ride Lots on the SW Corners of El Segundo Blvd. at Vermont Ave. and at Western Ave. (Call Match). This project did not receive funding through the 2015 Call For Projects program.

- Deobligate \$1,200,000 in FY20-21 from the Normandie Ave. Arterial Improvements Project from El Segundo Blvd. to 177th Street (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Program \$40,000 in FY16-17 and \$1,460,000 in FY17-18 for the City of Gardena's Traffic Signal Reconstruction on Vermont Ave Project, at Redondo Beach Blvd and Rosecrans Ave (MR312.02). The total project budget is \$1,500,000.

The proposed project will include traffic signal upgrades, turning pockets and channelization at Rosecrans Ave and Vermont Ave and Redondo Beach Blvd. and Vermont Ave. These intersections are projected to operate at LOS F in the future. The proposed improvements will improve the two intersections to a LOS D.

Measure R Nexus to Highway Operational Definition:

Vermont Ave. runs immediately parallel to I-110 and currently carries 21,000 cars a day. This principal arterial is a bypass to I-110, serving both short commuter trips and longer regional trips when there are incidents on I-110. The proposed improvements will improve traffic flow on Vermont Ave. at two intersections currently operating at a LOS E during the peak hours, when traffic from the I-110 on/off ramps at Rosecrans Ave. and Redondo Beach Blvd. (adjacent to these intersections) overwhelms the existing operational capacity. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$80,000 in FY16-17, \$180,000 in FY17-18, and \$2,263,000 in FY18-19 for the City of Gardena's Artesia Blvd. Arterial Improvement Project, from Western Ave to Vermont Ave (MR312.09). The total project budget is \$2,523,000.

The proposed project will include traffic signal upgrades on Artesia Blvd at Normandie and Western, turn pockets where feasible and traffic channelization. The Normandie Ave and Vermont Ave intersections currently operate at a level of service (LOS) E and are projected to operate at a LOS F in the future. The proposed improvements will improve the LOS to D.

Measure R Nexus to Highway Operational Definition:

Artesia Blvd. is the western terminus of SR-91. Therefore, Artesia Blvd. functions as a collector for regional traffic in route to or coming from SR-91. Current Average Daily Traffic (ADT) on Artesia Blvd. is 50,000 cars. The proposed improvements will reduce vehicle hours of delay at the three major intersections closest to the SR-91 terminus, thereby helping better disperse regional traffic coming from SR-91. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Hawthorne

- Reprogram \$200,000 from FY17-18 to FY16-17 for the City of Hawthorne Signal Improvements Project from 118th St. to Marine Ave. (MR312.47). The project budget will remain unchanged. However, the City of Hawthorne is ready to commence work on the

project.

- Program \$1,000,000 in FY16-17 and \$1,000,000 in FY17-18 for the City of Hawthorne's Intersection Widening & Traffic Signal Modifications project (MR312.54). The project budget is \$2,000,000.

The proposed project will install and upgrade traffic signals at multiple intersections, construct left turn lanes at the intersection of Crenshaw Blvd. and Rocket Road, and construct right hand turn lanes at Inglewood and El Segundo Blvd - both principal arterials. Each of the intersection is less than ¼ of a mile from I-105 or I-405. The proposed improvements address geometric deficiencies in the intersections which currently are operating deficiently due to the speed, volume of traffic, and the high volume of turning movements.

Measure R Nexus to Highway Operational Definition

The proposed intersection improvements are located in very close proximity to the I-405 on/off ramps at El Segundo Blvd, and the I-105 on/off ramps at Crenshaw Blvd. Crenshaw Blvd. currently carries 33,000 cars a day and El Segundo Blvd. currently carries 32,000 cars a day in the City of Hawthorne. These intersection improvements will help improve traffic flow on these principal arterials, especially during the peak hours when traffic coming from the I-105 or I-405 on/off ramps overwhelms the operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

- Program \$600,000 in FY16-17, \$1,000,000 in FY17-18 and \$2,800,000 in FY18-19 for the City of Hawthorne's, Hawthorne Blvd Arterial Improvements project from 120th St. to 111th St. (MR312.61). The total project budget is \$4,400,000.

The proposed project will reduce vehicular delays and improve pedestrian crossings by adding bulb outs at intersections, reducing pedestrian crossing distance to enable shorter cycle lengths. The project will also modify on street parking along Hawthorne Blvd. to provide storage pockets for left-turn traffic. Traffic signals will also be upgraded.

Measure R Nexus to Highway Operational Definition

Within City limits, Hawthorne Blvd. is a major arterial carrying 30,000 cars a day and providing a vital connection to SR-107 and I-105. The proposed improvements will reduce vehicle hours of delay at a number of intersections adjacent to the I-105 on/off ramps, thereby improving traffic flow on Hawthorne Blvd and the on/off ramps, especially during the peak hours when traffic

coming from I-105 overwhelms the operational capacity of the intersections. Based on the City's traffic analysis, the intersections are currently operating at a deficient level of service.

City of Hermosa Beach

- Program \$400,000 in FY16-17 and \$1,400,000 in FY17-18 for the City of Hermosa Beach's PCH/Aviation Blvd Improvements Project (MR312.63). The total project budget is \$1,800,000.

This project will reduce vehicle hours of delay on PCH in the City of Hermosa Beach. The proposed improvements will include only those scope elements that can be validated through a traffic analysis, do not significantly impact ROW and reduce delay and increase throughput without degrading the existing capacity of the facility. This corridor currently carries approximately 53,000 cars a day on PCH within the City of Hermosa and is one of the poorest performing corridors in the South Bay.

Measure R Nexus to Highway Operational Definition

This project will reduce vehicle hours of delay on PCH in the City of Hermosa Beach, a State Highway. Intersection improvements, signal upgrades, and left-turn lanes are all viable options considered to increase throughput on PCH.

City of Manhattan Beach

- Program \$50,000 in FY16-17 and \$850,000 in FY17-18 for the City of Manhattan Beach's Sepulveda Blvd Improvements (MR312.62). The total project budget is \$900,000.

This project will improve the traffic flow and LOS on Sepulveda Blvd. The project will provide operational improvements at 5 intersections along Sepulveda Blvd: Rosecrans Ave, 33rd St, Cedar Ave, 14th St & 2nd St. Each of these intersections are deficient and the turning movements impact the flow on Sepulveda Blvd (SR-1).

Measure R Nexus to Highway Operational Definition

This project will provide turnouts at 5 intersections on Sepulveda Blvd to allow a more efficient flow of traffic on Sepulveda Blvd (SR-1). All of the intersections are located on (SR-1).

Metro

- Program \$70,000 in FY16-17 and \$100,000 in FY17-18 for the Western Ave (SR-213), from Palos Verdes Drive North to Gardena, Project Study Report (PSR). The total project budget is \$170,000.
- Program \$70,000 in FY16-17 and \$100,000 in FY17-18 for the Pacific Coast Highway (SR-1) from the Eastern Boundary of Carson to Eastern Boundary of Torrance, PSR. The total project budget is \$170,000.

The PSR will identify deficiencies on the corridors, and prescribe improvements that will reduce congestion and operational deficiencies.

Measure R Nexus to Highway Operational Definiton

These are planning studies on State Highways that will analyze the existing conditions of the corridors and prescribe improvements.

City of Rancho Palos Verdes

- Program \$30,000 in FY16-17 and \$60,000 in FY17-18 for City of Rancho Palos Verdes' Western Ave. (SR-213) from Palos Verdes Drive North to 25th street - PSR (MR312.39). The total project budget is \$90,000.

The PSR will identify deficiencies on the corridors, and prescribe improvements that will reduce congestion and operational deficiencies.

Measure R Nexus to Highway Operational Definiton

This is a planning study on State Highways that will analyze the existing conditions of the corridors and prescribe improvements.

City of Torrance

- Deobligate \$3,500,000 in FY20-21 for the Western Ave at Sepulveda Blvd Intersection Improvements Project (Call Match). This project did not receive funding through the 2015 Call For Project program.
- Deobligate \$740,000 in FY20-21 for the Hawthorne Blvd Corridor Intersection Improvements Project (Lomita Blvd, Emerald, Spencer, and 182nd St.) (Call Match). This project did not receive funding through the 2015 Call for Projects program.

State Route 138 Capacity Enhancements

The project list for State Route 138 Capacity Enhancements does not include adjustments. There are currently 11 active projects in various phases of project development. The implementing agencies in the North County have expended \$14 million in local investments.

I-605 Corridor "Hot Spots" Interchanges

The proposed revised project list includes adjustments in schedules, scopes, funding for current projects and Third Party support services, and the addition of two new projects within the Gateway Cities. To date, through Measure R, the subregion has invested \$25 million in local improvements

and has 21 active projects.

The I-605/SR-91/I-405 Technical Advisory Committee (TAC) is recommending the revised project list detailed in Attachment A totaling \$188.7 million.

The project list adjustments are as follows:

Metro

- Program an additional \$28,000,000 for the I-605/SR-60 Project Approval and Environmental Document (PA/ED) (AE2259). The funds will be programmed over 5 fiscal years as follows; \$1,000,000 in FY15-16, \$7,000,000 in FY-16-17, \$8,000,000 in FY 17-18, \$8,000,000 in FY18-19, and \$8,000,000 in FY 19-20. Previously \$2,000,000 in FY15-16 had been programmed. The total project budget is \$34,000,000.
- Program an additional \$6,763,000 for the SR-91/I-605 (PA/ED) (AE476110012334). The funds will be programmed over 4 fiscal years as follows; \$263,000 in FY15-16, \$3,200,000 in FY16-17, \$3,100,000 in FY17-18, and \$1,200,000 in FY18-19. The previous \$1,000,000 programmed in Prior Years will be reprogrammed into FY15-16. The total project budget is \$7,763,000.
- Program \$24,000,000 for I-605 Freeway Early Action Projects. Metro will initiate multiple consultant contracts to complete environmental and design services for selected I-605 Freeway Hot Spots. These projects have independent utility and can be advanced ahead of the freeway-to-freeway interchange projects. Construction of these projects can begin within three years. The funds will be programmed in one Fiscal Year, FY16-17.

Caltrans

- Program \$3,650,000 for the I-605/SR-60 PA/ED for Enhanced Independent Quality Assurance. The funds will be programmed over 5 fiscal years: \$400,000 in FY15-16, \$850,000 in FY16-17, \$800,000 in FY17-18, and \$800,000 in FY18-19, \$800,000 in FY19-20.
- Program an additional \$1,919,000 for Third Party Support Services of the I-605/I-5 Interchange PA/ED to perform Enhanced Independent Quality Assurance reviews. The funds will be programmed over 4 fiscal years as follows, \$150,000 in FY16-17, \$500,000 in FY17-18, \$500,000 in FY18-19, and \$770,000 in FY19-20. The \$150,000 programmed in Prior Years will

be reprogrammed into FY15-16. The total project budget is \$2,069,800.

- Program an additional \$676,000 for Third Party Support Services of the SR-91/I-605 PA/ED to perform Enhanced Independent Quality Assurance reviews. The funds will be programmed over 4 fiscal years as follows; \$26,300 in FY15-16, \$220,000 in FY16-17, \$310,000 in FY17-18, and \$120,000 in FY18-19. Additionally, reprogram \$100,000 from Prior Years to FY16-17. The total project budget is \$776,300.

City of Artesia

- Deobligate \$360,000 in FY20-21 from the City of Artesia's Norwalk Blvd Bicycle and Pedestrian Improvement Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Downey

- Program an additional \$840,444 in FY15-16 for the City of Downey's Belflower-Imperial Highway Intersection Improvements Project (MR315.18). The revised total project budget is \$2,740,444.

The City of Downey advertised the project, and the lowest competitive bid came in above the original project estimate. The additional funds will be used to pay for higher than expected costs for completing Final Design, Right-Of-Way acquisitions, litigation, and to award the construction contract to the lowest bidder.

County of Los Angeles

- Deobligate \$700,000 in FY20-21 for the County of Los Angeles' Indiana St. to Paramount Blvd Project (Call Match). The County did not receive funding through the 2015 Call For Projects program.

City of Lakewood

- Program an additional \$2,274,300 for the Del Amo Blvd at Lakewood Blvd Intersection Improvement Project (MR315.04). The additional funds will be programmed in FY15-16, the total budget is \$5,504,300.

This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board. The initial programming of funds was based on conceptual plans (for various improvements, including two additional right-turn pockets) developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Lakewood completed PA/ED, preliminary engineering revealed that additional widening would be needed on Lakewood Blvd, on a storm drain channel bridge, in order to accommodate the additional lanes. The structures work for the bridge widening, in addition to other unanticipated project costs, require more funding.

City of Norwalk

- Program \$3,380,400 for the Imperial Highway ITS Project, from San Gabriel River to Shoemaker Road. Funding will be programmed over one Fiscal Year, FY 15-16. This is a new highway operational improvement project.

The project will improve arterial traffic signal operations on Imperial Highway, within the City of Norwalk. The major project components consist of closing a Fiber Optic gap, upgrading traffic signal poles to existing standards, upgrading curb ramps to meet ADA requirements, adding CCTV cameras to enhance corridor monitoring, adding new system detectors (where existing ones have deteriorated) and upgrading the central traffic signal control servers that connect to the County’s Information Exchange Network and Traffic Management Center. This project will be compatible with the County of LA’s Traffic Signal Synchronization (TSSP) and Intelligent Transportation System (ITS) subregional plan. With the funding that is being programmed, the City of Norwalk will complete the PAED, PS&E and Construction of the project.

Measure R Nexus to Highway Operational Definition

Because of its location in close proximity to the I-5/I-605 interchange, Imperial Blvd. functions as an alternative connector between the two freeways. Furthermore, because I-105 terminates on Imperial Hwy., and does not connect to I-5, Imperial Hwy. also functions as a connector for NB I-5 traffic connecting to WB I-105, and EB I-105 traffic connecting to I-5 South. During the peak hours, traffic from I-5, I-605 and I-105 freeways utilizes Imperial Blvd. as a by-pass. The improvements to traffic flow on Imperial Blvd. will help improve traffic flow and relief congestion for traffic coming to and from these three freeways.

City of Pico Rivera

- Program an additional \$4,434,000 for the Rosemead Blvd. at Beverly Intersection Improvement Project (MR315.05). The revised project budget is \$8,474,000. The initial

programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds were needed to complete PS&E and to obtaining the Right of Way necessary for the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.

- Program an additional \$788,000 to the Rosemead Blvd. at Whittier Blvd. (SR-72) Intersection Improvement Project (MR315.09). The revised project budget is \$1,388,000. The initial programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds are needed to complete the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.
- Program an additional \$425,000 to the Rosemead Blvd. at Slauson Ave. Intersection Improvement Project (MR315.19). The revised project budget is \$2,195,000. The initial programming of funds was based on conceptual plans developed and contained in the I-605 Hot Spot Feasibility Report (2013). As the City of Pico Rivera completed PAED, the preliminary engineering revealed that additional funds are needed to complete the project. This project was included in the initial 33 arterial “hot spots” of the I-605 Program, approved by the SR-91/I-605/I-405 Corridors Cities Committee and the Metro Board.

City of Santa Fe Springs

- Program \$600,000 for the Florence Avenue Widening Project, from Orr & Day Rd. to Pioneer Blvd. Funds will be programmed in two fiscal years: \$50,000 in FY 16-17 and \$550,000 in FY 17-18. This is a new highway operational improvement project.

This project will widen Florence Avenue for approximately ½ mile, and will use portions of the adjacent frontage roads to accomplish the widening with minimal Right of Way impacts. There will also be a new signal installation at Ringwood Ave./Lake center Park Lane, which will facilitate vehicular turn movement and pedestrian access. The funds will be used to complete PAED, PS&E, and Right of Way Acquisition.

Measure R nexus to Highway Operational Definition

The Florence Ave. on/off ramps at I-5 and I-605 are less than ¼ mile apart. Traffic from coming to and from both I-5 and I-605 overwhelms the operational capacity at the adjacent intersections and roadway segments. The proposed street widening will improve traffic flow through this segment, immediately adjacent to the freeway on/off ramps.

The subregion's project list, as detailed in Attachment A, totaling \$184 million, exceeds the \$164.8 million forecast to be available for the subregion over FY11-20. Due to project delays, staff verified that there is enough cash flow to stay within the first decade programming allocation. Staff will return to the Board with periodic updates on the status of cash flow availability.

I-710 South and/or Early Action Projects

The proposed revised project list includes adjustments in schedules, scopes, funding for current projects and Third Party support services, and the addition of one new project within the Gateway Cities. To date, through Measure R, the subregion has invested \$57 million in local improvements and has 21 active projects.

The I-710 South Technical Advisory Committee (TAC) and I-710 South Project Committee are recommending the revised project list detailed in Attachment A totaling \$142.3 million.

The project list adjustments are as follows:

Metro

- Programming an additional \$2,800,000 in FY16-17 for additional utility and structures studies required for all three of the I-710 Utility Studies (North, Central, and South segments). The revised project budget is \$25,046. Due to changes to the I-710 South EIR/EIS, the three utility studies will also require a scope modification to reflect all the changes in the project alternatives; the modification amount was approved by the Board at its September and October 2015 meetings.
- Programming an additional \$8,700,000 in FY16-17 for the I-710 Corridor Project EIR/EIS. The revised project budget is \$32,521,000. Due to significant project alternative changes, the contract scope required a modification to conduct additional studies. The modification amount was approved by the Board at its October 2015 meeting.
- Programmed an additional \$12,000,000 in FY16-17 as match funding to current and upcoming ITS/Zero Emission Technology grant opportunities. The total project budget is \$12 million. The grant opportunities will be for projects that can be delivered as part of the early action program for the I-710 Corridor.
- Program \$75,000 in FY16-17 for engineering and environmental review services to Southern California Edison (SCE) for their support of the I-710 Soundwall Early Action Program. The total project budget is \$75,000. SCE will work on utility relocation designs of their facilities.

County of Los Angeles

- Deobligate \$700,000 in FY20-21 from Los Angeles County's Whittier Blvd (Indiana to Paramount) Corridor Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Bell

- Deobligate \$155,000 in FY20-21 from the City of Bell's Eastern at Bandini Rickernbacker Project. This project did not receive funding through the 2015 Call For Projects program.

City of Bell Gardens

- Reprogram \$348,000 from FY17-18 to FY16-17, for the City of Bell Gardens Florence/Eastern Ave Intersection Project. This project was included in the initial I-710 Early Action arterial program, approved by the I-710 Project Committee and the Metro Board.

City of Long Beach

- Deobligate \$1,200,000 in FY20-21 from the City of Long Beach's, Great 7th St - Connectivity Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.
- Deobligate \$160,000 in FY20-21 from the City of Long Beach's, LA River Gap Closures Project (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of South Gate

- Deobligate \$600,000 in FY20-21 from the City of South Gate's, South Gate Regional Bikeway Connectivity Program (Call Match). This project did not receive funding through the 2015 Call For Projects program.

City of Vernon

- Program an additional \$18,000 in FY16-17 for Staff Support Services of the Draft I-710 South EIR/EIS, to the City of Vernon, increasing the programmed amount to \$75,000. The funds are requested for the cost of review of Draft I-710 South EIR/EIS documents, including meetings with the I-710 Project Team, the I-710 TAC, I-710 Project Committee and other related I-710 meetings. The Staff Support Services work is only for the I-710 EIR/EIS. Funding for staff time in support of the I-710 EIR/EIS was originally approved by the Board in 2012.

The proposed updates to the I-710 South and / or Early Action projects list exceed the \$101.9 million forecasted to be available for the I-710 South and / or Early Action over FY11-20. Due to project

delays, staff verified that there is enough cash flow to stay within the first decade programming allocation. Staff will return to the Board with periodic updates on the status of cash flow availability.

DETERMINATION OF SAFETY IMPACT

The recertification of project list and funding allocations will have no adverse impact on the safety of Metro's patrons and employees.

FINANCIAL IMPACT

Funding for the highway projects is from the 20% Measure R Highway Capital Funds earmarked for all subregions. Funds are available for Arroyo Verdugo (Project No. 460310), Las Virgenes/Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in the FY17 budget. These three programs are all under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for Metro's portion of the SR-138 Project Approval and Environmental Document (September 2012 Board action) is included in the FY17 budget under project No. 461330, Cost Center 4720 in Account 50316. The remaining funds are distributed from the 20% Measure R Highway Capital Funds via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for projects in the I-605/SR-91/I-405 Corridor "Hot Spots" and I-710 Early Action Project lists are included in the FY17 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRSHP is a multi-year agreement, the cost center managers and the Managing Executive Officer of the Highway Program will be responsible for budgeting the costs in current and future years. Adjustments in programmed funds, as necessary for future years, will be made as necessary.

Impact to Budget

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

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 be inconsistent with Board direction given at the time of LRTP adoption and may delay project delivery.

NEXT STEPS

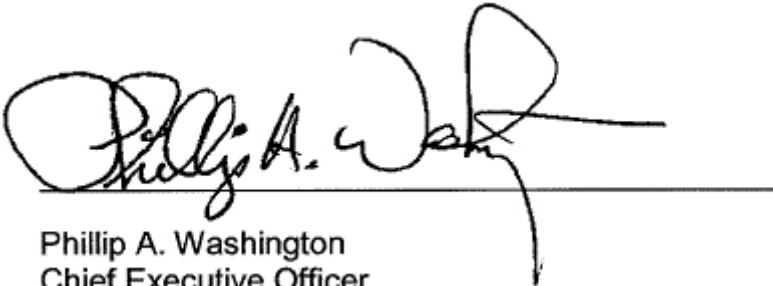
Metro Highway Program staff will continue to work with the subregions to continue to identify new and deliver their existing projects. As the work progresses, updates will be provided to the board on a periodic basis.

ATTACHMENTS

Attachment A - Measure R Highway Subregional Project lists

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