



## Board Report

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**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 15, 2025  
EXECUTIVE MANAGEMENT COMMITTEE  
JANUARY 16, 2025**

**SUBJECT: I-605 CORRIDOR IMPROVEMENT PROJECT (CIP) - MOTION 42 FINAL REPORT**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the I-605 CIP Community Outreach Summary Report (Attachment A) that describes the community reengagement meetings that were held to present revised alternatives and findings in accordance with Board Motion 42 (Attachment B); and
- B. REAUTHORIZING the work that is needed to re-initiate the environmental review phase of the I-605 CIP with an emphasis on safety and multimodal projects, with the understanding that all Alternatives may be subject to Vehicle Miles Traveled (VMT) mitigation analysis except Alternative 2.

**ISSUE**

In response to Motion 42 (approved in October 2020 by Directors Solis, Hahn, Garcia, Fasana, Garcetti, and Bonin), which held the release of the I-605 CIP Draft Environmental Impact Report and Environmental Impact Statement (Draft EIR/EIS), staff worked to redefine the I-605 CIP project alternatives to minimize right-of-way impacts, align with various local and state policies and plans related to equity, greenhouse gas emissions, and vehicle miles traveled. During this time, staff engaged with the San Gabriel Valley and Gateway Cities Councils of Governments, the I-5 Joint Powers Authority, the County of Los Angeles, corridor cities, and community stakeholders through a series of public meetings to refine the project's purpose and need.

As stated in Motion 42, staff must provide a final report on suggestions for other I-605 build alternatives that include input from community re-engagement/ Metro staff must obtain Board approval prior to resuming work on the environmental phase for the retooled I-605 CIP.

**BACKGROUND**

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I-605 is a major north south regional freeway in Los Angeles County used for interregional travel and goods movement. The I-605 freeway, constructed in 1964, currently experiences chokepoints, congestion, and conflicts largely due to traffic increases resulting from significant population and goods movement growth. The facility was built before the Americans with Disabilities Act (ADA) was passed into law, which poses safety and mobility challenges for the communities the freeway bisects, particularly at on/off-ramps and underpasses. The facility needs to be upgraded to meet today's safety, operational, and multimodal needs.

The I-605 CIP extends from the I-10 to I-105. In October 2016, the I-605 CIP environmental review process was started to identify project alternatives/solutions that warranted further study in the Draft EIR/EIS. Thirteen community engagement meetings were held from 2018 to 2020 to inform and gather input from the public, and technical reports were developed in consultation with stakeholders. Originally, the I-605 CIP proposed modifications to a 16-mile segment of the freeway from the I-10 to the I-105, including auxiliary lanes, general-purpose lanes, high-occupancy vehicle (HOV) lanes, and ExpressLanes. The subsequent original build alternatives, although included multi-modal elements, focused on a full build-out of the I-605 and upgrade of existing facilities beyond the current Caltrans ROW.

#### Original Project Alternatives

1. Existing conditions (no build).
2. Convert the existing HOV lanes to ExpressLanes, add a general-purpose (GP) lane in each direction, and incorporate Transportation System Management (TSM) and Transportation Demand Management (TDM) /multimodal improvements.
3. Convert the existing HOV lanes to ExpressLanes, add an additional ExpressLane in each direction, and incorporate TSM/TDM and multimodal improvements.
4. Maintain the existing HOV lanes, add a second HOV lane in each direction, and incorporate TSM/TDM and multimodal improvements.

In October 2020, the Board approved Motion 42, which delayed the release of the Draft EIR/EIS due to concerns over residential displacement impacts and requested community re-engagement to help inform the public about Motion 42 mandates such as revised design alternatives.

Since the adoption of Motion 42, Metro and Caltrans have undergone executive management changes and adopted policies that require revising the project alternatives that were previously introduced for the I-605 CIP as well as the overall planning approach. Collectively, these policy changes laid the groundwork for the Climate Action Plan for Transportation Infrastructure (CAPTI). This policy, as well as other subsequent Caltrans policies, are designed to be a holistic framework for aligning state transportation investments with the state's climate, health, and social equity goals. The framework includes overarching guiding principles as well as investment strategies to guide the corresponding actions. This includes promoting walking, biking, transit, and other modes of active transportation that improve the health of Californians and reduce our dependence on driving and the overall number of vehicle miles traveled (VMT).

In October 2021, Metro's Chief Executive Officer reorganized the Countywide Planning & Development Department by creating a Multimodal Integrated Planning division and directed the development of Metro's Objectives for Multimodal Highway Investments policy , which was adopted

by the Board in June 2022. The Multimodal Integrated Planning division integrates planning for highways, complete streets, active transportation, regional rail, freight, parking, and long-range transportation projects to account for the multimodal nature of travel in Los Angeles County, such as along the I-605 corridor.

## **DISCUSSION**

Over the years, staff has provided updates to activities in response to Motion 42 via Board boxes in July 2022, January 2023, and May 2024 regarding project design refinements that have been developed to avoid residential displacements; multimodal concepts that have been added to provide more mobility options; designs that are aligned with recent state and local policies (including requisite VMT analysis and mitigation); and project briefings/meetings that were conducted for project stakeholders and the community; all of which are described in greater detail in the following sections:

### **Project Design Refinements**

In response to Motion 42, staff collaborated with Caltrans to update the project alternatives while preserving safety and mobility enhancements. The refined project alternatives reduce the freeway design footprint compared to the original alternatives by adjusting shoulder and lane width profiles and ensuring they remain within Caltrans' existing right-of-way to prevent residential displacements. There are no proposed residential displacements identified for any of the new build alternatives. Partial acquisitions, commercial acquisitions, and temporary construction easements are all anticipated. However they are primarily located at specific on/off ramp improvements which represent about 20% or 1,355 of collisions within the project limits based on the Caltrans Collision data (2012-2015). If Metro staff were authorized to proceed, continued design refinements with community input would be made to further reduce the need for these real estate activities.

- Alternative 1: Existing conditions (No Build).
- Alternative 2 (Modified): Convert the existing HOV lanes into ExpressLanes and incorporate multimodal and additional Transportation System Management/Transportation Demand Management (TSM/TDM) improvements.
- Alternative 3: Convert the existing HOV lanes into ExpressLanes, add an additional ExpressLane in each direction, and incorporate multimodal and additional TSM/TDM improvements.
- Alternative 4: Maintain the existing HOV lanes, add a second HOV lane in each direction, and incorporate multimodal and additional TSM/TDM improvements.)

The updated alternatives align with Metro's objectives for multimodal highway investment and recent Caltrans policies. Alternatives 2, 3, and 4 all include multimodal and TSM/TDM improvements. There are no general purpose lanes proposed in any of the revised alternatives. The revised (modified) Alternative 2 eliminates the GP lane, as Metro and Caltrans are prioritizing managed lanes to reduce congestion and encourage carpooling, vanpooling, and transit use. Moreover, the revised (modified) Alternative 2 would not trigger the State-required VMT analysis as it does not add a lane or expand the freeway footprint. Alternatives 2 and 3 both include incorporating ExpressLanes, which would generate revenue for multimodal investments along the I-605 corridor. Alternative 4 addresses prioritizing passenger throughput by adding a second HOV lane that will serve buses, carpools, and vanpools traveling along the freeway.

Safety enhancements continue to be a key focus of the draft alternatives under development. The most congested section of the project area-the I-605/105/5 interchange- narrows from five to four lanes, leading to vehicle conflicts from merging and weaving. The outdated design of the facility contributes to collisions and fatalities throughout the corridor. Crash severity data from 2019 to 2023 is provided in Attachment C.

#### Integrating TSM/TDM and Safety Elements

Each revised build alternative incorporates TSM/TDM strategies to optimize the efficiency of the existing roadway infrastructure without increasing capacity. TSM/TDM measures include intersection upgrades, improved traffic signals, enhanced signage and lighting, and strategies prioritizing managed lanes, transit options, and ridesharing. Detailed analysis of TSM/TDM strategies suitable for the I-605 corridor will be conducted if the environmental review process resumes. Community input will be sought throughout the environmental review phase at major milestones.

#### Multimodal Elements

Multimodal elements-such as bicycle, pedestrian, and equestrian facilities, ridesharing options, connections to transit hubs and mobility hubs, park-and-ride facilities, and transit routes-can be effectively implemented. For example, stakeholders have suggested incorporating additional lighting on bridge overcrossings and trail access points.

To enhance safety, staff are considering redesigning intersections to align with all on- and off-ramps, reducing potential vehicular conflicts and improving access. Additionally, staff propose adding green markings to bike lanes in on- and off-ramp areas for increased visibility and safety, with broken markings in designated conflict zones.

In collaboration with local agencies, staff are also evaluating updates to standard crosswalk markings, such as using “continental” crosswalk designs, and the installation of signal detectors capable of identifying bicycles, consistent with Caltrans’ Traffic Operations Policy Directive 09-06.

Trail access improvements, such as enhanced lighting at the San Jose Creek Pedestrian/Equestrian Trail along the north side of the creek, are also under consideration as part of the San Gabriel Valley Greenway Network. Examples and numbers of locations are already identified in ATTACHMENT D- Proposed Complete Street and Multimodal Elements.

#### Focus on Near-Term Multimodal Improvements

If granted approval by the Board, the project alternatives with integrated multimodal improvements would undergo environmental clearance, enabling these components to be independently implemented by local agencies. This phased approach would allow local agencies to access Measure R and Measure M funds separately from highway funds as well as other funding sources, addressing local transportation needs more effectively. By coordinating context-sensitive solutions with freeway upgrades, the project aims to improve connectivity between freeway ramps and nearby local networks, promoting smoother transitions and safer travel.

#### State and Local Policies

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The retooled I-605 CIP is aligned with state and local goals and policies, in addition to Metro's goals for multimodal highway investments. For example, the retooled I-605 CIP is consistent with Caltrans' Strategic Plan and the Climate Action Plan for Transportation Infrastructure (CAPTI, July 2021), which supports Complete Streets and Highways concepts as well as the State's VMT policy. Caltrans has indicated the retooled I-605 CIP will likely require VMT analysis and mitigation if the selected Preferred Alternative results in highway system expansion. Potential VMT mitigation measures, which could prove to be costly, might include new bus routes/lanes, joint development projects, increased bus service, or Metrolink service expansion.

Moreover, the retooled I-605 CIP's Purpose and Need will reflect these policies and align with local community concerns and priorities. Efforts such as renaming the I-605 CIP to encompass the project's multimodal nature and not just the highway may help build local support and trust while revising the goals outlined in Motion 42. Additionally, the 605 CIP Expresslane is consistent with the SCAG Regional Transportation Plan.

#### Community/Stakeholder Briefings/Meetings

In the summer of 2024, Metro hosted six stakeholder and community update meetings to present the reimagined I-605 CIP and revised alternatives, answer questions and gather input. The series of meetings began on July 9 and culminated on August 29, with five meetings held in person in the cities of Downey, El Monte, La Puente (Avocado Heights - unincorporated LA County), Norwalk, and Pico Rivera. One meeting was held virtually as a webinar via the Zoom online meeting platform. The webinar video is available for viewing for those with access to the internet, via the Metro Project website: [www.metro.net/projects/i-605-corridor-improvement-project/](http://www.metro.net/projects/i-605-corridor-improvement-project/) <<http://www.metro.net/projects/i-605-corridor-improvement-project/>>.

The community meetings provided an update on the I-605 CIP and allowed staff to gauge the community's level of interest based on their concerns and the comments that were solicited about the revised project alternatives that avoid residential property acquisitions. The in-person meetings followed the same format beginning with a 30-minute open house segment to allow attendees to learn about the Project, view exhibits, and speak with the Project team. The open house was followed by a presentation with a question and answer session.

Each meeting in-person was held in the evening to allow residents and commuters the opportunity to attend after their workday. The virtual meeting was held midday during lunchtime. The Project team collaborated closely with corridor city staff, the Gateway Cities Council of Governments, the offices of Supervisor Solis (SD-1) and Supervisor Hahn (SD-4), Metro Director Fernando Dutra, and Community Based Organizations (CBO) to develop and implement a robust public outreach strategy. This strategy included providing project materials in English and Spanish, with simultaneous interpretation provided at meetings to ensure broad participation.

Table 1, shown below, summarizes the attendance and participation for all the stakeholder and community update meetings.

Additional outreach efforts included:

- Presentations at Metro's Technical Advisory Committee (TAC) meeting and the Gateway Cities Council of Governments TAC meetings.

- Distributing 4,475 sets of factsheets and meeting flyers (in English and Spanish) at CBO events.
- Posting information on the project website which received 9,719 visits.
- Mailing 33,936 postcards to businesses and homes within 1,000-foot radius of the project area.
- Issuing three media press releases in English.
- Organizing and setting up 10 CBO pop-up events and information booths, with more than 1,500 interactions and handing out flyers during the events (more than 460 people signed up for project updates).
- A Spanish language interpreter was available for the attendees during the meetings.

**Table 1**

Meeting Date & Time	Meeting Location	Attendance	No. of Comments Submitted
Tuesday, July 9, 2024 6:00-7:30 PM	The Reagan Banquet Center 9545 Washburn Road Downey, CA 90242	63	16
Wednesday, July 10, 2024 6:00-7:30 PM	Pico Rivera Golf Course 3260 Fairway Drive Pico Rivera, CA 90660	51	36
Thursday, July 11, 2024 5:30-7:30 PM	Lambert Park Auditorium 11431 McGirk Avenue El Monte, CA 91732	19	9
Tuesday, July 16, 2024 12:00-1:30 PM	Virtual Meeting	94	89
Thursday, July 18, 2024 6:00-7:30 PM	Cerritos College, Fine Arts Building 11110 Alondra Boulevard Norwalk, CA 90650	22	21
Thursday, August 29, 2024 6:00-8:00 PM	San Angelo Park 245 S. San Angelo Avenue La Puente, CA 91746	58	31
<b>TOTAL</b>		<b>307</b>	<b>202</b>

Several days after the meetings, an e-mail blast was sent to all meeting attendees (who provided their email addresses) and all stakeholders in the I-605 CIP database. The email invited everyone to send additional comments and view all meeting materials, including the presentation, factsheet and frequently asked questions and answers, which were also available on the Project website.

Over 300 participants provided more than 200 total public comments during the meeting series. The key points/issues raised were:

- Concerns regarding right-of-way (ROW) acquisitions (specifically details about no partial and commercial property acquisitions).

- Opposition to freeway expansion.
- Freeway noise (concerns due to inadequate soundwall height).
- Potential construction impacts on surrounding areas.
- Safety concerns related to roadway geometric deficiencies (especially at the I-105 and Studebaker intersection).
- Bike lane safety issues such as better lighting at San Gabriel River access points.
- Support for alternatives like carpool and High-Occupancy Toll (HOT) lanes without the need for acquisitions or freeway expansion and avoiding increased congestion.
- Issues related to single-occupancy vehicle use in HOT lanes.
- Questions on how Metro can address induced demand and VMT.
- Recommendations to eliminate bottlenecks at local interchanges.
- Consider climate change in the planning process (heat island effect).

### CBO Engagement

CBO engagement was used to target outreach to Equity Focus Communities (EFC) along the corridor and within the project limits. Metro contracted North Star Alliances (NSA) to lead a strategic community engagement campaign that is supported by CBO partners that use “boots-on-the ground” to expand outreach efforts to a greater number of constituents. Pop-ups were held in the cities of Downey, Whittier, Baldwin Park, Pico Rivera, Norwalk, El Monte, and La Puente (Avocado Heights adjacent). In addition, project notices in the form of flyers and posters, door-to-door notices, e-blasts/e-newsletters, and notification toolkits were used to inform the public and project stakeholders.

NSA, the CBO administrator, successfully onboarded five CBOs as part of its CBO Partnership Program. This collaborative initiative aimed to leverage the extensive networks and local insights of these organizations to effectively disseminate information regarding the project.

The five CBOs are:

1. Mujeres Unidas Sirviendo Activamente (MUSA)
2. Rancho Los Amigos National Rehabilitation Center
3. Rio Hondo College
4. Streets Are For Everyone (SAFE)
5. Uptown Whittier Family YMCA

The CBO Partnership Program provided additional opportunities for the public to participate in the engagement process. To best target commuters in the area, bilingual English and Spanish meeting flyers were disseminated to inform project stakeholders about the nine community events that were being held throughout the corridor cities.

These efforts not only ensured widespread dissemination of project-related information, but also fostered an inclusive environment where community members could engage, inquire, and provide feedback on the I-605 CIP, while building relationships and strengthening the bond between Metro and the communities it serves. Through the CBO Partnership Program’s efforts, at least 34,921 community members within the corridor have been engaged to date.

The community engagement, events, and pop-ups occurred at:

- Rio Hondo College (Whittier) on June 12, 2024
- Business Expo (DoubleTree Hotel, Whittier) on June 18, 2024
- Rancho Los Amigos Farmers Market (Downey) on June 27, 2024
- Marvel Day Market (Baldwin Park) on July 6, 2024
- Pico Rivera Farmer's Market on July 10, 2024
- Norwalk Summer Nights on July 17, 2024
- Parks After Dark (Avocado Heights / La Puente) on July 25, 2024
- Parks After Dark (Avocado Heights / La Puente) on August 1, 2024
- LA Care Back to School Event (El Monte) on August 9, 2024
- Ready, Set, Backpack (El Monte) on August 22, 2024

### Community input on Safety Improvements

Several comments highlighted safety concerns related to traffic, intersections, and potential impacts on nearby schools, parks, and residential areas. For example, one commenter noted that the I-605 South exit at Whittier Blvd. poses a risk for cars making sharp turns onto Esperanza Ave. Addressing these safety concerns through a combination of freeway safety improvements and complete street enhancements creates a balanced approach to safety, integrated approach to multimodal elements, benefiting all road users—drivers, pedestrians, cyclists, and transit riders.

There are about 33 freeway segments along the 16-mile project corridor that need safety improvements based on collision data. In addition, there are approximately 15 major intersections adjacent to the I-605 freeway between the I-105 and I-10 freeways. Enhancing freeway safety helps contain freeway traffic, reducing the likelihood of vehicles diverting onto local streets due to incidents or congestion. This helps preserve neighborhood streets for local use, reinforcing the effectiveness of complete street designs. Improvements to freeway safety can reduce collisions and promote smoother traffic flow, minimizing sudden slowdowns and lessening the chance of diversion to surface streets. Meanwhile, complete street enhancements—such as safer pedestrian crossings, dedicated bike lanes, and improved sidewalks—offer organized, secure routes for all surface street users, supporting smooth traffic flow and reducing congestion.

Together, these measures mitigate high-speed freeway crashes and protect pedestrians, cyclists, and drivers, resulting in lower crash rates and related costs. This combined approach enhances safety, promotes sustainable practices, and improves the quality of life for all road users.

Commenters also addressed specific infrastructure needs, including soundwalls, pedestrian overcrossings, bike lanes, and deficiencies in the freeway design. For instance, one commenter inquired whether a soundwall would be installed on I-5 North from I-605 to Lakewood Blvd. On September 10, 2024, a resident near the northbound I-5 off-ramp to Paramount Blvd. reported a crash where a vehicle broke through her property wall due to a lack of soundwall coverage at the off-ramp. Another commenter noted that the bridge at Whittier Blvd. requires repairs. For more information on crash severity data from 2019 to 2023, refer to Attachment C.

The community feedback on the I-605 Corridor Improvement Project (CIP) has significantly influenced staff's proposed alternative recommendations. Due to the community's input and desire to have multimodal and safety improvements along the I-605 corridor, staff are recommending a revised set of alternatives presented in this report for the Board's consideration and seeking approval in order

to resume the environmental review process and move I-605 CIP forward.

### Community input on Conversion of HOV to HOT

The project aims to convert High-Occupancy Vehicle (HOV) lanes into ExpressLanes as an effective strategy to manage traffic congestion without significantly increasing vehicle miles traveled (VMT). Specifically, the updated Alternative 2 proposal, which repurposes the existing HOV lane as an ExpressLane, would be exempt from Caltrans' VMT Mitigation requirements. Many comments raised concerns and strong opposition to adding new lanes on I-605. There was a clear preference for alternatives not to expand the freeway and instead to use lanes for public transit or carpools. Some commenters emphasized that funds would be better invested in non-automotive transportation projects. By transforming underutilized HOV lanes into ExpressLanes, this approach maximizes lane efficiency, enabling solo drivers to pay for access during peak times, thereby maintaining free-flow conditions and reducing VMT without adding new lanes. ExpressLane benefits include improved congestion management, optimized road capacity, and increased lane efficiency, all while prioritizing carpoolers and transit vehicles.

### Community Feedback Summary

Based on the comments received, the community supports improvements to the I-605 freeway, particularly improvements that do not acquire property but enhance safety and incorporate multimodal solutions. The community expressed interest in freeway upgrades, particularly managed lanes such as ExpressLanes that generate funding for multimodal projects, priorities that are well-reflected in Alternative 2. While there wasn't consensus on expanding ExpressLanes, there was some interest in High Occupancy Vehicle (HOV) lanes. Community feedback also raised concerns about widening the freeway, even within the existing Caltrans right-of-way, signaling a preference for solutions that minimize expansion while addressing congestion and safety challenges. Attendees voiced frustration with current congestion on the freeway and nearby local streets, citing long commute times and difficulties accessing the freeway. For example, one participant noted, *"We need a signal for the northbound on-ramp between Washington and Slauson off Pioneer-traffic backs up into Slauson because of this."*

## **DETERMINATION OF SAFETY IMPACT**

Approval of staff's recommendations has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. Caltrans and local safety standards will be adhered to during the project development of the retooled I-605 CIP.

As noted in multiple public comments and shown in Attachment C, the I-605 corridor has demonstrated safety needs that would be addressed by advancing the I-605 CIP.

## **FINANCIAL IMPACT**

Funding the amount of \$3,650,000 is included in the FY25 adopted budget under Complete Streets & Highways Cost Center 4720, under the I-605 CIP for the remaining project elements under Contract No. AE333410011375, Project No. 461314 and Professional Service Account (50316) for I-605/I-5; and Contract No. AE5204200, Project No. 463314, and Professional Service Account (50316) for I-605/SR-60. Due to the delay in circulation of the Draft EIR, it is anticipated that a contract modification will be needed to conclude the environmental phase at a future date. Staff anticipates

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that cash flow expenditures may exceed the current FY25 budget. If the Board decides to proceed, an additional budget of approximately \$30 million will be needed to complete the PAED phase.

The implementation of future improvements would be subject to the availability of funds, as the I-605 CIP in its entirety cannot currently be constructed due to financial limitations. Implementation of all improvements between I-105 and I-10 would cost several billion dollars, which are not all accounted for in Measures R and M.

#### Impact to Budget

Should the Board approve the staff recommendations and if additional funds are needed in FY25, staff will revisit the budgetary needs using the quarterly and mid-year adjustment processes.

The source of funds is Measure R Highway Capital (20%) Funds. This fund source is not eligible for bus and rail operations or capital expenditures.

### **EQUITY PLATFORM**

Before 2020, Metro and Caltrans pursued I-605 freeway expansion to address traffic demands but faced criticism for its disproportionate impact on historically marginalized communities. The project risked displacing homes and businesses, worsening air quality, and increasing noise pollution in predominantly communities of color. In response, Metro's Motion 42 shifted policy toward a multimodal, community-centered approach, emphasizing collaboration with local stakeholders to achieve equitable outcomes. This marked a rethinking of regional highway planning to prioritize both infrastructure needs and social equity.

The revised design alternatives for the I-605 project were presented to community members and stakeholders who live and work along the corridor. The goal was to create a multimodal strategy that would improve regional and local mobility, enhance air quality, and foster economic vitality, social equity, and environmental sustainability. This process was intentionally designed to engage communities that have been historically harmed and disproportionately affected by previous transportation decisions. The revised design focuses on multimodal solutions developed in partnership with residents and stakeholders, aiming to deliver transportation benefits that move people and goods seamlessly, equitably, and sustainably through the San Gabriel River Corridor.

Looking ahead, Metro and Caltrans plan to work closely with local officials and communities along the freeway to understand their priorities and gather feedback on how the freeway has impacted their lives-both positively and negatively.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The I-605 CIP supports the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Transform LA County through regional collaboration

The I-605 CIP also supports the following Multimodal Highway Investment Objectives:

1. Advancing the mobility needs of people and goods within Los Angeles County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability; and resiliency for affected local communities and the region.
2. Work with local communities to reduce disparities caused by existing highway systems and develop holistic, positive approaches to maintain and improve the integrity and quality of life.
3. Ensure that local and regional investment in Los Angeles County's highway system - particularly the implementation of Measures R and M priorities - is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunities.

### **ALTERNATIVES CONSIDERED**

Staff recommend advancing four build alternatives into the environmental process to address the safety and multimodal improvements needed in the corridor. The environmental process would allow for the Board to make further decisions on which of the build alternatives to move forward after a transparent community input process and evaluation of the impacts and benefits.

The Board could choose, instead, to approve less than four project alternatives in full or through a phased approach as funding becomes available. This approach would reduce the ability for the community to understand the impacts and benefits after further environmental study, of all four build alternatives presented to them as part of the recent community outreach reported on in this report.

In selecting one or more of the build alternatives and a phased approach to implementation, the incremental approach would allow some multimodal projects, like protected bike lanes, safety improvements, at certain locations, or enhanced transit stops, to be implemented in stages. Local agencies could start with smaller Measure R or M grants to fund initial phases, demonstrating success and building a foundation for securing additional funding for broader improvements over time. Highlighting projects that connect to the I-605 corridor and serve multiple transportation modes can increase competitiveness in funding applications.

Also, the Board could choose not to approve the recommendations. However, this option is not advised, as doing so would delay the implementation of critical improvements designed to enhance safety, mobility, and operational efficiency across the I-605 corridor. Postponing these upgrades would not result in needed improvements to address collision rates, lack of multimodal transportation options, and inefficient flow of vehicles, which negatively impact local residents, commuters, freight operations, and emergency response times. Furthermore, delays in project approval may increase future costs, as construction prices and demand for resources are expected to rise. Consequently, approving these recommendations is essential to maintaining regional connectivity and addressing pressing infrastructure needs effectively and promptly.

As heard in the community outreach meetings, postponing enhancements to the I-605 corridor,

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particularly as the population grows, could fail to address safety and multimodal concerns and further deteriorate traffic conditions that impact commuters and regional economic activity.

**NEXT STEPS**

Upon approval by the Board, staff will resume work on the environmental review phase of the retooled I-605 CIP, in accordance with Motion 42.

Upon reinitiation of the environmental process, staff will develop an implementation plan and identify segments and priorities with independent utility that can be constructed in consultation with Caltrans and the local jurisdictions. Staff will return to the Board for contract amendments as necessary. Additionally, staff will also continue to seek federal and state grant funds to support the improvements.

Staff will report back to the Board on major milestones, as needed.

**ATTACHMENTS**

Attachment A - I-605 CIP Community Outreach Meetings Summary Report

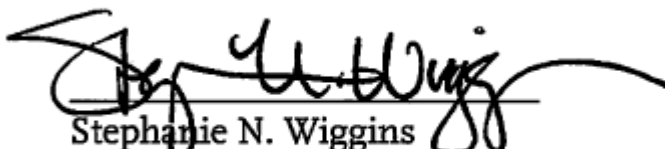
Attachment B - Board Motion 42 (File # 2020-0733)

Attachment C - Crash Severity Data from 2019 to 2023

Attachment D - Proposed Complete Street and Multimodal Elements

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