



Board Report

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Agenda Number: 9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022

SUBJECT: METRO OBJECTIVES FOR MULTIMODAL HIGHWAY INVESTMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed Metro Objectives for Multimodal Highway Investment (Attachment A); and
- B. RECEIVING AND FILING the report back on FY23 Budgeted Multimodal Highway Investments.

SOLIS & DUPONT WALKER AMENDMENT TO ATTACHMENT A, OBJECTIVE 2: Recognizing LA County’s history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities with minimal or no displacement during the implementation of highway improvements.

ISSUE

LA County’s position as the nation’s most populous county, the home of the Western Hemisphere’s most vital seaport complex, and the steward of the world’s 18th largest economy poses significant transportation demands, policy challenges, and unequal impacts for a region comprising a socioeconomically and racially diverse array of 88 cities and over 130 unincorporated communities.

Our region’s ability to thrive, grow together, and develop a more inclusive, equitable, sustainable, and vibrant economy depends upon its ability to plan for, invest in, and implement a well-functioning, multimodal and multipurpose transportation system that moves people and goods seamlessly and sustainably throughout the region and provides access to opportunity for every resident. At the heart of this shared use, complex, and oversubscribed transportation system is the expansive highway system that serves local communities, regional mobility, and the national economy by linking residents to opportunities, commuters to jobs, patients to healthcare, students to education, customers to businesses, goods to markets and families to one other. Metro is leading the region in

discussing and understanding how to invest in the LA County highway system within this multimodal framework in such a way as to support shared economic, sustainability, and equity goals.

A set of proposed objectives - goals that support the broader vision of mobility, sustainability, equity, economic vitality, and quality of life - are needed to provide a clear view on how Metro can engage our partners to develop a modernized and more comprehensive approach to investing in our important highway system as part of this larger vision. Upon adoption of these objectives, Metro will work with its regional, state, and local partners to develop strategies to advance them.

As part of the FY23 Budget proposal, Director Bonin requested a report back on the planned expenditures for Highway Investment. This report provides the response and demonstrates how it aligns with the proposed objectives for multimodal highway investment.

BACKGROUND

As the regional transportation authority for Los Angeles County, Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. The public also entrusts Metro to implement recent voter-approved measures (R in 2008 and M in 2016) which call for leveraging investment into a multimodal transportation vision for the county developed in partnership with regional stakeholders.

Both Measure R and Measure M include a significant subfund category for highway-related projects (20% and 17%, respectively) intended to provide local funding toward the implementation of major highway projects and subregional programs, as determined by input received from local jurisdictions and subregional Councils of Government, to improve regional mobility, economic competitiveness, air quality, and the movement of people and goods throughout LA County.

To inform and accomplish this mission, Metro leads with equity, defining it as follows:

Equity is both an outcome and a process to address disparities, to ensure fair and just access to opportunities, including jobs, housing, education, mobility options, and healthier communities.

The experience in implementing highway capacity and improvement projects varies from subregion to subregion based on community impacts, characteristics of the project, and priorities established by local jurisdictions. For example, the San Gabriel Valley and the North County subregions have supported major highway expansion projects designed to improve safety and traffic flow at key chokepoints on the freeway system, at the State Route 57/60 Confluence and the steep Calgrove grade on Interstate 5 (I-5) North, respectively. These improvements, which collectively have received \$563.9 million in discretionary grant awards from state and federal partners, seek to improve safety and capacity on those freeway facilities in confined areas with minimal displacement impacts and few residential neighborhoods directly adjacent to each project site.

In contrast, other subregions like the Gateway Cities feature communities that have long suffered impacts on health, air quality, mobility, and quality of life as a result of being directly adjacent to existing freight-focused freeway facilities such as the I-710 South, where widening the freeway would

cause displacement and bring more trucks—mostly diesel-powered—near low-income households and communities of color impacted over generations by highway investment decisions mired in a legacy of inequitable policies. The Board's suspension of the I-710 South environmental process in May 2021, followed by its adoption of a No Build alternative last month for that project in place of the previously approved Locally Preferred Alternative 5C, demonstrates that different circumstances yield very different outcomes.

In addition, over the past couple of years, the Board has passed motions to expand the eligibility of highway investments to include complete streets.

Consequently, Metro needs to determine a set of objectives that will create a more holistic, multimodal, and equitable process that will result in a better approach to moving people and goods, a resilient multimodal transportation system and more equitable outcomes for communities in need of greater investment, improved access to opportunities, better mobility options, improved health and a more vibrant quality of life.

This focus on articulating a new set of objectives for multimodal highway investment comes at a critical time when our state and federal partners are redefining how they will invest in highway projects to leverage local funds. Over the past few years, Governor Newsom's administration has sought to link transportation funding decisions to improving equity and reducing greenhouse gas emissions. The State has also amended the environmental review process (CEQA) through SB 743 so that development projects including roads and highways will be required to mitigate Vehicle Miles Traveled (VMTs).

Similarly, the federal government has identified through its funding programs the inclusion of these same goals, notably through the United States Department of Transportation's (USDOT) reconfiguration of programs like the Better Utilizing Investments to Leverage Development (BUILD) into Rebuilding American Infrastructure with Sustainability and Equity (RAISE) to include a greater focus on this more comprehensive approach to delivering transportation investments to uplift equity-challenged communities. New programs like the National Electric Vehicle Infrastructure (NEVI) and the Carbon Reduction Program specifically fund infrastructure that helps reduce carbon dioxide emissions from on-road highway sources. USDOT's focus on racial equity under Secretary Buttigieg also manifested itself in the 2021 decision to halt construction of the I-45 widening project in Houston due to possible civil rights violations caused by the impacts on predominantly minority and low-income communities adjacent to and subject to displacement by the project (<https://www.politico.com/news/2021/04/01/dot-texas-highway-equity-478864>).

Equitable processes help lead to equitable outcomes. For Metro to lead with equity and drive investment into its many disadvantaged communities impacted by freeway facilities, the agency must not only align with these developments at the state and federal levels but also articulate a vision on how Metro can create a better multimodal transportation system for all of LA County by strategically investing in its highway system in a more community-focused manner to reduce disparities and not generate greater burdens and inequities. To achieve this the CEO recently realigned Metro's highway programs into the new Multimodal Integrated Planning Unit of Countywide Planning & Development to address the need to have a comprehensive multimodal planning approach and to strengthen our relationships with local communities and key institutional stakeholders. This re-

alignment also ensures Metro can deliver current and future Measure R and M highway investments in a manner that is consistent with current State and Federal policies, as well as Metro's own sustainability goals. Under the Multimodal Integrated Planning Unit, highway investments will be evaluated and scoped using the objectives outlined in this report, in collaboration with our agency and regional partners, and through a meaningful public engagement process.

DISCUSSION

Metro's strategy for investing in the LA County highway system must be updated to align the agency with state and federal policies and funding opportunities while simultaneously supporting community improvement and equitable advancement for local residents, especially those most impacted by past, current and future use of our region's many highway facilities. Staff proposes the Multimodal Highway Investment Objectives found in Attachment A for Board consideration.

FY23 Budget Multimodal Highway Investments

The application of the proposed objectives in Attachment A is well-illustrated by the FY23 budget for multimodal highway investments, which emphasizes a shift towards integration of multimodal elements in projects while addressing subregional priorities and prior funding commitments. The budget proposal includes \$634 million for our highway program - about seven percent of the overall budget. A summary of the FY23 Multimodal Highway Budget is included in Attachment B. Some highlights of the adopted budget are provided below.

Projects that are currently in construction or nearing construction completion (prior commitments) account for 33% of the FY23 Multimodal Highway Budget. All the freeway/highway projects in the FY23 budget, including those in construction, are either targeting notorious safety hotspots and traffic chokepoints, complete streets, or adding HOV and/or ExpressLanes. Several of these projects-for example, the SR-57/60 Confluence improvements in the San Gabriel Valley and the I-5 North HOV and Truck Lanes in the North County-have received strong community and subregional support, do not have right-of-way incursions into residential communities, address serious accident and traffic congestion locations caused by truck/vehicle conflicts, and have received competitive discretionary grant commitments (\$563.9 million) from state and federal partners that heavily leverage Measure M funding.

Metro has shifted the focus of the highway program toward projects that can be used by buses, carpoolers, bicycles and pedestrians, or projects that help older and existing roads work better. For Metro-led operational highway improvements, project-specific Vehicle Miles Travel (VMT) and Green House Gas (GHG) assessments have been completed as part of the environmental review and approval processes. A summary of available VMT/GHG information for Highway Programs is provided as part of the FY23 Multimodal Highway Budget summary in Attachment B.

Complete street improvements on roads near freeways are part of most highway projects, and help make streets more hospitable, safer, and more attractive to pedestrians and cyclists. Furthermore, the Board-approved update to the Highway Subregional Fund Eligibility Guidelines has resulted in more locally-led Complete Streets projects being funded this fiscal year. The Highway Program budget includes \$225 million in local street projects in cities across LA County, which include

pedestrian and bike improvements. Metro staff is responsible for the Complete Streets program and will continue to work with local jurisdictions to ensure adoption of local complete streets policies consistent with Metro's program and the Complete Streets Act of 2008. As of today, 62 of the 89 jurisdictions in LA County are compliant with Metro Complete Streets Policy 6.2.

The Highway Program budget also supports the development of new bus lanes to speed up our bus system and make buses more reliable and less prone to getting stuck in traffic (\$11.1 million in FY23).

Finally, the FY23 Multimodal Highway Budget also includes \$20 million in funding for soundwall construction, as part of the countywide soundwall program, which helps reduce noise in impacted, oftentimes disadvantaged communities across LA County.

DETERMINATION OF SAFETY IMPACT

Adoption of Metro's proposed Objectives for Multimodal Highway Investment will support the development of a safer and more community-focused multimodal transportation system that will seek to reduce impacts experienced by commuters and residents from impacted communities adjacent to the LA County highway system.

FINANCIAL IMPACT

Adoption of Metro's proposed Objectives for Multimodal Highway Investment would have a positive financial impact to the agency, providing greater competitiveness for state and federal discretionary grant opportunities by aligning Metro with new state and federal highway policies and objectives.

Impact to Budget

No impact to Metro's budget is anticipated as a result of Board adoption of this item.

EQUITY PLATFORM

The proposed Metro Objectives for Multimodal Highway Investment seek to incorporate several considerations and principles of equity in how Metro plans, invests in and implements highway projects in LA County.

Central to these objectives is the inclusion of communities that have been and are most likely to be impacted in the development of highway-related projects and investment strategies through more robust and early public engagement processes that seeks to incorporate their voices into planning.

Additionally, the proposed objectives also provide a new focus on the outcomes of highway investment strategies by seeking to reduce disparities first and maximize benefits based on needs, rather than mitigating harms after a general strategy is determined. By prioritizing the quality of life of local communities-including low-income and communities of color-Metro can transform how it invests in highways into a more holistic, multimodal, community-centered approach to moving people and goods through and near highway facilities in LA County.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Metro Objectives for Multimodal Highway Investment provide a more comprehensive and multimodal approach to improving the regional highway system in support of Metro’s overall investment strategy in a multimodal, equitable and sustainable transportation system that improves local communities while also improving the flow of people and goods throughout the region. By bringing community values and benefits into the policymaking on highway investment, Metro seeks to **“enhance communities and lives through mobility and access to opportunity” (#3).**

How Metro invests in the LA County highway system will lead to better choices in providing **“high-quality mobility options that enable people to spend less time traveling” (#1)** by creating transit and active transportation modes of travel for residents in and traveling through local communities. By doing so, especially through investment in managed lanes that allows transit usage, Metro endeavors to **“deliver outstanding trip experiences for all users of the transportation system” (#2).**

This vision for the LA County highway system requires collaboration with federal and state partners, Caltrans District 7, regional stakeholders and local communities in concert to develop a better LA County system of transportation, thus affirming the Strategic Plan goal to **“transform LA County through regional collaboration and national leadership” (#4).**

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the proposed Metro Objectives for Multimodal Highway Investment. Doing so could prevent Metro from aligning how it develops investment strategies for highway corridors in LA County with state and federal policies and local community engagement.

NEXT STEPS

Staff will work with subregional Councils of Governments to identify ways to implement these objectives in a manner consistent with those subregions’ communities and needs.

Staff will continue development of Metro’s VMT Mitigation Program with local and State entities to evaluate the VMT impacts on Metro’s highway improvement projects and establish a VMT mitigation program that meets the needs of projects on the State highway system.

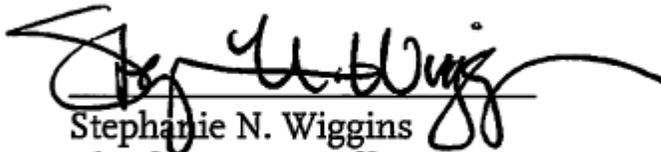
ATTACHMENT

Attachment A - Metro Objectives for Multimodal Highway Investment
Attachment B - FY23 Multimodal Highway Budget Summary

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Metro Objectives for Multimodal Highway Investment

1. Advance the mobility needs of people and goods within LA 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. Recognizing LA County's history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities during the implementation of highway improvements.
3. Ensure that local and regional investment in LA 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 opportunity.
4. Develop early, constructive, and meaningful public engagement processes and planning tools with subregional partners that foster engagement with a wide range of stakeholders, specifically people most directly impacted, with the goal of informing the planning, development, and implementation of subregional corridor investment strategies in LA County's highway system aligning with local and subregional needs and priorities.
5. Partner with Caltrans and regional stakeholders to create an LA County multimodal highway strategic plan that is developed through a collaborative planning approach to improve the overall regional mobility of people and goods throughout the county, safely and equitably, while taking action to reduce the negative environmental and climate impacts of car and truck travel.
6. Support the optimization of existing highway facilities by using technology and innovation that maximizes the throughput and travel time of people and goods, while supporting sustainable, resilient, and healthy outcomes, including reducing air pollutants and greenhouse gas emissions generated from the use of the facilities.

FY23 Multimodal Highway Budget Summary

ATTACHMENT B

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
LOCAL SUBREGIONS (STREET IMPROVEMENTS, ON-OFF RAMP IMPROVEMENTS, SIGNAL SYNC, ETC.), SAFETY/OPERATIONAL IMPROVEMENTS, AND SAFETY/GRADE SEPARATIONS									
Highway Efficiency Program (Las Virgenes/Malibu) ¹	\$1,000.0	-	\$1,000.0	Intersection improvements, ramp/bridge/freeway/local interchange improvements, park-and-ride lot construction, bike lanes, as well as other operational improvements that would benefit the subregion.	\$133,000.0	\$10,720.9	\$122,279.1	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Efficiency Program (North County) ¹	\$1,000.0	-	\$1,000.0	Subregion works with Metro's Mobility Matrix and Short Range Transportation Plan. Subregion focuses on highway enhancements and interchange improvements along the SR-138 and operational improvements on the SR-14.	\$128,870.0	\$0.0	\$128,870.0	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Operational Improvements in Arroyo Verdugo Subregion ¹	\$8,239.0	-	\$8,239.0	Coordinated operational improvements will improve traffic flow and mobility, and enhance pedestrian safety and quality of life.	\$170,000.0	\$50,251.8	\$119,748.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Operational Improvements in Las Virgenes/Malibu Subregion ¹	\$6,741.0	\$43.1	\$6,784.1	Intersection improvements, ramp/bridge/freeway/local interchange improvements, park-and-ride lot construction, bike lanes, as well as other operational improvements that would benefit the subregion.	\$175,000.0	\$130,419.2	\$44,580.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Interstate (I)-405, I-110, I-105, and State Route (SR)-91 Ramp and Interchange Improvements (South Bay) ¹	\$16,430.0	\$120.0	\$16,550.0	Auxiliary lanes, on and off ramp improvements/construction, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways. All projects will either be a freeway improvement project or an arterial improvement with a direct relationship to the specific freeway where an improvement would likely benefit both the freeway and the arterial.	\$384,519.0	\$110,857.3	\$273,661.7	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
I-405 FROM I-105 TO ARTESIA ¹		\$7,132.3	\$7,132.3	Auxiliary lanes from I-105 to Artesia Boulevard which will improve the current operational/weaving deficiencies and improve mobility and safety on north & southbound I-405 within the project limits.	\$141,534.4	\$3,594.9	\$137,939.5	+1% VMT (433,628,446 annual VMT with Project vs 429,016,400 annual VMT without Project) & +2% GHG with Project vs No Project in year 2045 (99,279.83 CO2 tons per year with project vs 97,429.15 CO2 tons per year No Project). -34% GHG emissions in year 2045 vs Existing (99,279.83 CO2 tons per year With Project vs 147,678.87 CO2 tons per year Existing).	Constrained within the existing highway right of way/avoiding local impacts. Focused on alleviating insufficient vehicular storage at mainline exits and weaving from automobiles entering and exiting the roadway.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

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<i>I-405 FROM I-110/WILMINGTON</i> ¹		\$3,332.1	\$3,332.1	Project will improve freeway operations and safety along both directions of I-405 through construction of auxiliary lanes between on- and off-ramps to improve merging and diverging vehicle movements.	\$123,337.1	\$972.4	\$122,364.7	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.
<i>I-105 INTEGRATED CORRIDOR MANAGEMENT</i> ¹	-	\$2,300.0	\$2,300.0	The I-105 Integrated Corridor Management (ICM) Project is along I-105 between Sepulveda Boulevard and I-110, approximately seven miles in length. The project will develop an ICM system that integrates all systems from nine (9) different agencies to effectively manage incidents and other non-recurrent events. This project will increase travel time reliability and reduce delay resulting from incidents and events along the corridor.	\$20,000.0	\$577.2	\$19,422.8	No change with Project (transportation management system).	Not applicable (transportation system management).
<i>I-405 - 182ND/CRENSHAW IMPROVEMENTS - Construction</i> ²	\$16,000.0		\$16,000.0	This project proposes to make improvements at the I-405/Crenshaw Boulevard/182nd Street Interchange. New northbound and southbound on-ramps will be constructed on Crenshaw Boulevard and operations will be improved on the I-405 mainline and surrounding arterials. This project will improve current deficiencies and support the mobility needs of interstate commerce as well as the needs of local residents and businesses.	\$98,400.0	\$20,705.3	\$77,694.7	+4% VMT & GHG with Project vs No Project in year 2040 (111.260 CO2 tons per day with project vs 107.024 CO2 tons per day No Project). -20% GHG emissions in year 2040 vs Existing (111.260 CO2 tons per day with Project vs 138.495 CO2 tons per day Existing).	LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks at on-and-off ramps at Crenshaw Boulevard and 182nd Street in the City of Torrance.
Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities) ¹	\$16,250.0	\$4,433.9	\$20,683.9	Subregion's plan for the corridor include improving areas of chronic traffic congestion on the I-605 Freeway and SR-91 for a safer and easier drive. As part of this program of improvements, projects focus on the long-term needs of the I-605 corridor and short-term needs of the I-605 and SR-91 that can be completed within the next three to five years.	\$396,605.1	\$46,463.9	\$350,141.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
<i>I-605 CIP (I-605 / I-5 INTERCHANGE IMPROVEMENTS)</i> ¹		\$1,139.9	\$1,139.9	The project includes improvements I-605 from Rosecrans Ave to Slauson Ave and along I-5 from Florence Ave to Paramount Blvd. The proposed freeway mainline will accommodate a variety of configurations, which may include High-Occupancy Vehicle (HOV) lanes, implementation and/or addition of ExpressLanes, or a combination of the aforementioned.	\$36,675.5	\$34,019.5	\$2,656.0	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.
<i>I-605 CIP (I-605/SR-60 INTERCHANGE IMPROVEMENTS)</i> ¹		\$1,139.9	\$1,139.9	The proposed freeway improvements will accommodate a variety of configurations, which may include the addition of HOV lanes, implementation and/or addition of ExpressLanes, or a combination of the aforementioned. A direct connector is also being evaluated at the I-605/I-10 Interchange.	\$45,144.5	\$40,336.7	\$4,807.8	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
WB SR91 IMP ALONDRA-SHOEMAKER ²		\$5,320.2	\$5,320.2	I-605/SR-91 interchange at Alondra Boulevard Improvements include auxiliary lanes, one mixed flow lane, and the associated ramp realignments. The proposed enhancements in this project will improve operation and safety along the SR-91 corridor.	\$156,006.0	\$19,333.8	\$136,672.2	+5% VMT (114,828,749 annual VMT with Project vs 109,391,887 annual VMT without Project) & +3% GHG with Project vs No Project in year 2044 (30,380 CO2 tons per year with Project vs 29,449 CO2 tons per year No Project). -39% GHG emissions in year 2044 vs Existing (30,380 CO2 tons per year With Project vs 49,810 CO2 tons per year Existing).	Class II bicycle lanes on Pioneer Blvd in City of Artesia. Bicycle and pedestrian signage, LED lighting, and ADA compliant curb ramps and high-visibility crosswalks on local roads. Striped shoulders and sidewalks on Gridley & Bloomfield bridges in the Cities of Artesia and Cerritos.
EB SR91 ATLANTIC/CHERRY AUX ²		\$136.2	\$136.2	The Project consists of adding one auxiliary lane in the eastbound direction and extending the outside lane near the Cherry Ave undercrossing for a total project length of approximately 1.5 miles. Improvements will address significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements. The project includes accommodation of deeper freeway retaining walls that will provide additional usable space to assist the City of Long Beach in building the Hamilton Loop Community Park, partly within the project limits to benefit the North Long Beach community.	\$95,190.0	\$7,263.1	\$87,926.9	+3% VMT (65,274,642 annual VMT with Project vs 63,634,314 annual VMT without Project) & GHG with Project vs No Project in year 2045 (20,008 CO2 tons per year with Project vs 19,502 CO2 tons per year No Project). -18% GHG emissions in year 2045 vs Existing (20,008 CO2 tons per year With Project vs 24,266 CO2 tons per year Existing).	New retaining walls to facilitate implementation of Hamilton Loop Park Project in City of Long Beach. Provision of upgraded landscaping (including 2:1 tree replacement ratio) and lighting within park areas.
SR-91 ACACIA CT/CENTRAL AVE IMPROVEMENTS ¹		\$8,377.1	\$8,377.1	The proposed project will improve congestion between Central Avenue and Acacia Court and at the local interchanges of Central Avenue, Wilmington Avenue, and Acacia Court. The project aims to improve mobility and safety of the SR-91 freeway (both mainline and ramps) and local roadway operations. The C-D Road Alternative implements a concrete barrier and/or retaining wall separated system that would run parallel to the SR-91 mainline, connecting Central Avenue, Wilmington Avenue, and Acacia Court on- and off-ramps.	\$175,203.3	\$5,865.9	\$169,337.4	+1% VMT (1,015,887 annual VMT with Project vs 1,013,003 annual VMT without Project) & GHG with Project vs No Project in year 2040 (98,303 CO2 tons per year with Project vs 97,400 CO2 tons per year No Project). -17% GHG emissions in year 2040 vs Existing (98,303 CO2 tons per year With Project vs 118,484 CO2 tons per year Existing).	Class II buffered bicycle lanes, high visibility crosswalks, ADA compliant curb ramps, concrete bus pads, transit shelters, & pedestrian scale lighting on Artesia Blvd and Albertoni St within the Cities of Compton and Carson.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
<i>I-605 BEVERLY INTERCHANGE IMPROVEMENTS</i> ¹		\$13,195.5	\$13,195.5	The Southbound I-605 Beverly project includes improvements to on/off ramps and is intended to improve operations of this interchange, enhancing regional traffic flow, improve travel time and public safety. The project includes a modified diamond configuration (includes southbound loop on-ramp), which will include a retaining wall adjacent to the western right of way line next to Union Pacific Rail Road (UPRR) and a privately-owned parcel. Other features include the removal of the southbound I-605 collector-distributor road from the mainline; the new ramps will instead merge/diverge directly from the mainline; a new intersection will be created on Beverly Boulevard at the southbound ramps providing access to all directions.	\$27,136.5	\$3,577.4	\$23,559.1	No change with Project (interchange reconfiguration).	Provision of controlled access (signalized intersection) to/from Beverly Blvd vs uncontrolled cloverleaf & slip ramp. Provision of high visibility crosswalk, ADA compliant curb ramps, and accommodation for future Class II bicycle lane on overcrossing. Within the City of Pico Rivera.
<i>I-605 SOUTH ST INTERCHANGE IMPROVEMENTS</i> ²		\$6,824.0	\$6,824.0	The I-605 South Street improvement project will add a right turn lane, and provide a standard deceleration distance from the off ramp at the intersection. Currently both lanes exiting the SB I-605 line up with left turn lanes at the intersection with South Street. Additionally, the right turn lane widens off of the outside of the left turn lane. By reconfiguring the South Street southbound off ramp, project will help ease congestion, enhance mobility, improve public safety and improve regional traffic flow.	\$23,060.0	\$4,540.0	\$18,520.0	No change with Project (interchange reconfiguration).	Bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks. Within the City of Cerritos.
<i>I-605 VALLEY BLVD INTERCHANGE</i> ¹		\$2,760.6	\$2,760.6	I-605/Valley Boulevard Interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecasted to increase in the future and exacerbate existing traffic operations without improvements. The project includes improvements to the ramps and Valley Boulevard and will reduce congestion, alleviate mobility constraints, and enhance safety at this local interchange. The Project is one in a series of small scale "Early Acton" projects that will alleviate operational deficiencies and improve mobility and safety, consistent with the goals and recommendations in the SR-91/I-605/I-405 Hot Spots Program.	\$45,322.3	\$2,782.4	\$42,540.0	No change with Project (interchange reconfiguration).	Bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks. Within the City of Industry and County of Los Angeles.
<i>I-605 CORRDR-HOT SPOTS (GC#61)</i> ²	\$1,500.0	\$2,000.0	\$3,500.0	Subregion's plan for the corridor include improving areas of chronic traffic congestion on the I-605 Freeway and SR-91 for a safer and easier drive. As part of this program of improvements, projects focus on the long-term needs of the I-605 corridor and short-term needs of the I-605 and SR-91 that can be completed within the next three to five years.	\$1,240,000.0	\$424.2	\$1,239,575.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
Interstate 710 South and/or Early Action Projects (Gateway Cities) + Task Force ²	\$5,500.0	\$4,802.0	\$10,302.0	Projects include local interchange improvements with no/minimal impacts, soundwalls, arterials and intersection improvements. Other beneficial and feasible local improvement components such as active transportation, pedestrian safety, complete streets, and similar projects will be included in the scope of the local interchange improvements to the extent possible.	\$259,671.2	\$176,192.0	\$83,479.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
<i>I-710 Corridor Task Force ¹</i>		\$500.0	\$500.0	The 710 Corridor Task Force, comprised of a wide of range of stakeholders, has met several times since September 2021, and has begun evaluating a comprehensive community engagement plan in support of the upcoming discussions regarding corridor needs and potential improvements.	\$6,282.0	\$1,492.5	\$4,789.5	Not applicable (planning/non-capital).	Not applicable (planning/non-capital).
<i>I-710 EARLY ACTION PROJECT- Soundwall Project ²</i>		\$174.1	\$174.1	Soundwall Package 2 includes 2,713 linear feet of new soundwalls and 19,367 linear feet of aesthetic treatment of existing soundwalls. Soundwall Package 2 is located north of SR-91 in Caltrans' right of way in the Cities of Bell Gardens, Commerce, Compton, East Los Angeles, and Long Beach.	\$9,437.3	\$4,050.0	\$5,387.3	No change with Project (soundwall project).	Not applicable (soundwall project).
<i>I-710 EARLY ACTION PROJECT- Soundwall Project 3 ¹</i>		\$167.5	\$167.5	Soundwall Package 3 includes 4,131 linear feet of new soundwalls, 4,750 linear feet of aesthetic treatment of existing soundwalls and 13,376 linear feet of existing soundwalls to be replaced. Soundwall Package 3 is located south of SR-91 in Caltrans' right of way in the City of Long Beach.	\$52,000.0	\$8,485.5	\$43,514.5	No change with Project (soundwall project).	Not applicable (soundwall project).
<i>I-710 SEAP - INTEGRATED CORRIDOR MANAGEMENT ¹</i>		\$1,600.0	\$1,600.0	I-710 Integrated Corridor Management (ICM) project is parallel to 12 miles of the I-710 between SR-91 to SR-60. The project will develop an ICM system that integrates all systems from 15 different agencies to effectively manage incidents and other non-recurrent events. This project will increase travel time reliability and reduce delay resulting from incidents and events along the corridor.	\$40,000.0	\$2,379.5	\$37,620.5	No change with Project (transportation management system).	Not applicable (transportation system management).
South Bay Highway Operational Improvements ²	\$2,342.0		\$2,342.0	Auxiliary lanes, improving on and off ramps, constructing new on and off ramps, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways.	\$1,100,000.0	\$182.2	\$1,099,817.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
SR-710 N Corridor Mobility Improvements ²	\$12,375.9	\$4,865.0	\$17,240.9	Local street/operational improvements, Intelligent Transportation Systems; transit; active transportation; and parking structure projects within the San Gabriel Valley and City and County of Los Angeles.	\$1,026,510.0	\$2,025.9	\$1,024,484.1	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
SR-57/SR-60 Interchange Improvements ²	\$94,000.0	\$35,932.0	\$129,932.0	Major operational/safety improvements including grade-separation of the two freeways and new ramps at Grand Ave/Eastbound SR-60. These improvements will increase freeway throughput and safety, increasing access to opportunity for the region.	\$457,500.0	\$68,532.9	\$388,967.1	+0% VMT (4,230,237 annual VMT with Project vs 4,230,956 annual VMT without Project) & +2% GHG with Project vs No Project in year 2037 (2,017 CO2 tons per day with Project vs 1,997 CO2 tons per day No Project).	Bicycle and pedestrian signage, LED lighting in pedestrian/bicycle accessible areas, and ADA-compliant curb ramps with high-visibility crosswalks.
Transportation System and Mobility Improvement Program (South Bay) ¹	\$13,097.0	-	\$13,097.0	The projects will provide arterial-related operational, pedestrian, cyclist improvements throughout the subregion. Examples of these projects include signal synchronization, intersection improvements, park and ride facilities, pedestrian safety and access improvements, bike lanes, arterial, and freeway on/off ramp improvements. The improvements will enhance safety, operations, traffic flow, mobility, and multi-modal access.	\$350,000.0	\$3,104.1	\$346,895.9	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Alameda Corridor East Grade Separations Phase II ¹	\$20,000.0	\$68.9	\$20,068.9	The ACE Grade Separation Program is constructing rail-highway grade separation projects and at-grade safety improvement projects to improve community safety and cohesion, and reduce vehicle idling and associated tailpipe emissions at multiple locations in the San Gabriel Valley.	\$400,000.0	\$314,067.9	\$85,932.1	No change with Project (transit grade separation).	Not applicable (transit grade separation).
High Desert Corridor (SR-138/SR-18 Project Study Report) ²	\$250.0		\$250.0	Attempts to identify the feasibility and benefits of improving the remaining segments of the SR-138 in LA County as well as the SR-18 in San Bernardino County to provide a minimum 4-lane footprint between the Los Angeles County's Antelope Valley and San Bernardino County's Victor Valley. This project is being considered as an alternative highway alignment to a larger 6 to 8-lane freeway project considered in the multi-modal High Desert Corridor environmental document but found infeasible.	\$1,000.0	\$224.0	\$776.0	TBD: Impacts will be quantified in Environmental Document.	TBD: All modes under consideration at this time.
State Route 138 Capacity Enhancements (North County) ¹	\$10,700.0		\$10,700.0	Subregion works with Metro's Mobility Matrix and Short Range Transportation Plan. Subregion focuses on capacity enhancements and interchange improvements along the SR-138 and operational improvements on the SR-14.	\$200,000.0	\$66,515.4	\$133,484.6	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Interstate 5/St. Route 14 Capacity Enhancement (Utility Relocation) ¹	\$137.0		\$137.0	HOV Direct Connector in median of I-5 and SR-14 connecting with I-5 and SR-14.	\$5,000.0	\$0.0	\$5,000.0	No change with Project (utility relocation).	Not applicable (utility relocation project).

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
I-210 Barrier Replacement ¹		\$6,634.6	\$6,634.6	The purpose of this project is to replace the existing median barrier along the Metro Gold Line right-of-way within the I-210 freeway with a stronger and taller Caltrans standard barrier to reduce the likelihood of future vehicular intrusions into Metro Gold Line right-of-way. Due to funding challenges current focus is only on the S-curve portion of the project alignment at this time instead of the entire project alignment.	\$22,541.4	\$13,623.6	\$8,917.8	No change with Project (safety barrier).	Not applicable (safety barrier project).
Sub Total	\$225,561.9	\$112,998.8	\$338,560.7		\$7,544,945.6	\$1,153,581.5	\$6,391,364.1		
TRAFFIC NOISE REDUCTION/SOUNDWALLS									
SOUNDWALL PACKAGE 10 ²		\$18,830.5	\$18,830.5	Constructing approximately one mile of Soundwalls along I-210 Freeway from 0.2 Mile West of Marengo Avenue Overcrossing to Wilson Avenue in the City of Pasadena. Constructing approximately 1.5 miles of soundwalls from Baldwin Avenue to Santa Anita Avenue in the City of Arcadia. Also constructing a 600 foot section of wall on the SR-134 east of Cahuenga Blvd near Arcola Street and a 600 foot section at Santa Anita off-ramp.	\$50,862.0	\$3,390.0	\$47,472.0	No change with Project (soundwall project).	Not applicable (soundwall project).
SOUNDWALL PACKAGE 11 ¹		\$1,873.0	\$1,873.0	Constructing approximately four miles of Soundwalls along SR-170 Freeway from US-101 to Sherman Way Overcrossing and I-405 from North of Stagg Street to South of Stagg Street, along with bridge reconstruction.	\$102,480.0	\$95,830.0	\$6,650.0	No change with Project (soundwall project).	Not applicable (soundwall project).
Sub Total		\$20,703.5	\$20,703.5		\$153,342.0	\$99,220.0	\$54,122.0		
CAPACITY IMPROVEMENT PROJECTS/LEGACY COMMITMENTS									
I-5 Capacity Enhancement from SR-134 to SR-170 ²	\$19,000.0	\$43.1	\$19,043.1	I-5 N Corridor project is divided into four segment projects to improve the I-5 (Golden State Freeway) between SR-134 (Venture Freeway) and SR-170 (Hollywood Freeway). Improvements are enhancing safety and freeway access and will encourage ride sharing through new HOV lanes by adding one HOV lane and mixed-flow lane in each direction, grade separations, and interchanges and frontage roads modifications.	\$935,316.0	\$867,512.8	\$67,803.2	Not available.	Not available.
I-5 Carmenita Road Interchange Improvement ²	\$2,000.0		\$2,000.0	The Santa Ana Freeway (I-5)/Carmenita Road Interchange Project, in the Cities of Santa Fe Springs and Norwalk, is one of six segments of a two-mile section and HOV project. This segment is a 10-lane bridge overcrossing with 5 lanes in each direction.	\$419,881.0	\$409,533.3	\$10,347.7	Not available.	Not available.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

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Interstate 5 Capacity Enhancement from I-605 to Orange County Line ²	\$19,020.0	-	\$19,020.0	I-5 South Corridor project is divided into five segment projects to improve the I-5 (Santa Ana Freeway) between the Orange County line and I-605 (San Gabriel River Freeway). Improvements are enhancing safety and freeway access and will encourage ride sharing through new HOV lanes by adding one HOV lane and mixed-flow lane in each direction, grade separations, and pedestrian bridges with interchanges and frontage roads modifications.	\$1,468,368.0	\$1,400,727.5	\$67,640.5	Not available.	Not available.
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) ²		\$153,132.8	\$153,132.8	This project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of Parker Road, construct a new truck lane in the southbound direction from Calgrove Boulevard to SR-14, extend the existing truck lane in the northbound direction from Gavin Canyon to Calgrove Boulevard, and construct auxiliary lanes between interchanges at six locations. Project will include reconstruction of bridges, ITS improvements, including count stations, closed-circuit television (CCTV) and ramp metering.	\$679,370.0	\$88,600.0	\$590,770.0	Not available.	Not available.
SR-71 Gap from I-10 to Rio Rancho Road (South Segment) ²	\$20,000.0		\$20,000.0	The Project will upgrade SR-71 from a four-lane expressway to a six mixed flow lanes and two HOV lane freeway from SR-60 to south of Mission Boulevard. This project improves the safety of the facility and includes extensive utility relocations, a new retaining wall and soundwalls.	\$174,544.0	\$40,256.4	\$134,287.6	Not available.	ADA curb ramp modifications and crosswalks at all signalized intersections. Pedestrian crossing at the Mission Boulevard and Rio Rancho Road interchanges will remain in place. Pedestrian bridge south of 9th Street will be removed and replaced with a new ADA compliant bridge.
Sub Total	\$60,020.0	\$153,175.9	\$213,195.9	-	\$3,677,479.0	\$2,806,630.0	\$870,849.0		

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

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PROPERTY ROW MAINTENANCE									
Caltrans Property Maintenance		\$900.0	\$900.0	Maintenance, security, and operation of Park and Ride Lots.			\$ -	Not applicable (maintenance).	Not applicable (maintenance).
GENERAL PLANNING									
Highway Planning		\$3,261.4	\$3,261.4	General program costs, including administration and as-needed project management support services.			\$ -	Not applicable (planning/non-capital).	Not applicable (planning/non-capital).
GRAND TOTAL	\$285,581.9	\$291,039.6	\$576,621.5		\$11,375,766.6	\$4,059,431.5	\$7,316,335.1		

Footnotes:

1. Project/Program funded by Measure R/M Local funds

2. Project/Program funded through Local and State/Federal Funds

3. VMT/GHG impact

a. For VMT impact calculations, estimates are based on a corridor-focused, Southern California Association of Governments (SCAG) federally approved regional travel demand model analysis. For the GHG emissions impact calculations, the same VMT estimates are processed using an Emission FACTor (EMFAC) model which is utilized to quantify GHG emissions from mobile (non-stationary) sources. These tools are independently developed and validated by SCAG and/or the California Air Resources Board (CARB) for project focused analysis, with the VMT and GHG results useful for a comparison among alternatives. These estimates are documented within the federal (National Environmental Policy Act [NEPA]) and state (California Environmental Quality Act [CEQA]) approved final environmental documents.

b. For VMT estimation, Metro's VMT Mitigation Program is working on the development of a preferred quantification methodology. This program will also look to develop consensus on mitigation options for any new highway projects undergoing environmental review, with the goal of reducing impacts to a level less than significant under CEQA, consistent with Senate Bill (SB) 743.

c. For all VMT/GHG impact estimation, positive contributions (i.e., mitigation potential) of Complete Streets/non-SOV/carbon sequestration (e.g. tree replacements) project elements not quantified.

4. Complete Streets Assessment - Currently in development and/or there are numerous projects in the subregional programs.