



## Board Report

File #: 2022-0573, File Type: Program

Agenda Number: 5.

### PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 15, 2023

**SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATIONS**

##### **CONSIDER:**

- A. APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIPs) recommended for Board approval (Attachment A),
- B. AUTHORIZING the Chief Executive Officer or their designee to:
  - 1. APPROVE changes in the number, scope, program schedule (allocations and cashflows) and cost estimate for each project within the overall MIP program budget and individual MIP Sponsor allocation;
  - 2. AMEND the MIP Funding Agreements to modify scopes of work consistent with the MIP eligibility requirements; and
  - 3. EXTEND lapse dates for the MIP Funding Agreements when subject to expire to meet environmental, design, right-of-way, and construction time frames.

#### **ISSUE**

At the February 2022 meeting, the Board approved Motion 35 (Attachment B) expanding the definition of mobility improvements eligible for MIP funds, thereby giving recipients of MIP Measure R funds (i.e., San Gabriel Valley MIP Sponsors) the opportunity to submit new or substitute projects for Board approval, and to revise scopes of work in consideration of the eligible uses for Measure R MIP funds clarified by the motion. Board Motion 35 was introduced by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts. Staff reviewed and evaluated 13 new projects (Attachment C) and is seeking Board approval for the 10 projects listed in Attachment A.

#### **BACKGROUND**

Upon completion of the SR-710 Gap Closure Project environmental process and adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) as the Preferred Alternative, at its May 2017 meeting, the Board approved Motion 29.1 (Attachment D

---

<<https://boardagendas.metro.net/board-report/2017-0097/>)%20>) identifying the next steps and guiding the implementation of the local mobility improvement projects to bring immediate relief to the SR-710 corridor cities in the San Gabriel Valley, the Central subregion (City of Los Angeles) and the Los Angeles County unincorporated area of East Los Angeles affected by the SR-710 freeway gap. Motion 29.1 was introduced by Directors Fasana, Barger, Solis, Garcetti, and Najarian.

As a result of this action, more than \$1 billion in Measure R, state and federal funds were allocated to the San Gabriel Valley cities of Alhambra, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena; and to the City and County of Los Angeles for eligible MIPs, starting in FY2020 and subject to the availability of funds.

More than 250 project proposals were submitted by local agencies for consideration, of which 104 were selected based on the eligibility requirements outlined in Motion 29.1. Should the Board approve the new projects set forth in Attachment A, the total number of projects eligible for MIP funds would increase to 114, without exceeding the overall MIP program budget or individual MIP Sponsor allocations.

The 10 new MIPs recommended for Board approval also support Metro's Objectives for Multimodal Highway Investment to:

- (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) Work with local communities to reduce disparities caused by existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life.
- (3) Ensure local and regional investment in LA County's highway system 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.

Executing funding agreements with MIP Sponsors or issuing contracts/task orders for each MIP is the first step in the project development process. Utilizing Metro's Complete Streets and Highways On-Call Services Contract remains an option for the cities, if requested, to assist in expediting the completion of the environmental and design phases for each MIP.

## **DISCUSSION**

As described in Motion 35, the following three (3) categories of improvements are consistent with the purpose and need of the SR-710 North Project, support the Board's adoption of the SR-710 North Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, and are therefore eligible for MIP Measure R funds: (1) Bus Infrastructure Improvements, (2) Bikeway Improvements and (3) Pedestrian Improvements.

The cities of Monterey Park and Pasadena have proposed new and substitute (replacement)

---

projects, respectively. Both cities are requesting the reallocation of previously approved MIP funds to implement the new projects, therefore no additional funding is needed.

The current MIP programmed funds reported in Attachment E are based on the availability of funds; Metro's overall funding strategy and programming capacity; and previous input and requests made by MIP Sponsors in response to Motion 35 and local project priorities and concerns.

The new projects submitted by the cities of Monterey Park and Pasadena were evaluated and recommended for approval based on initial project information (scope, descriptions, justifications, and preliminary cost estimates) and anticipated benefits that were provided. Staff will further evaluate and validate the scope, schedule, justification, benefits, and cost estimate for each project before executing funding agreements to ensure compliance with the intent and direction of the Board.

As shown in Attachment C, the Project Type categories previously established for submittals were used to group the new projects. In addition, a new Project Type 9 (Multimodal Mobility Improvements) category was established to group new submittals that represent more than one project type.

Brief descriptions of the new projects recommended for Board approval are referenced below and described further in Attachment F. Also, a recent proposal from the City of Monterey Park to rescope and refine conceptual plans for a previously approved MIP, to address community concerns and to reallocate the savings to a new project, is discussed below and described in Attachment F for Board approval.

### MONTEREY PARK

The Board approved a total of \$100,300,000 in Measure R MIP funds for six projects in Monterey Park, of which \$60,000,000 was allocated to the Three Parking Structures on Garvey Project (Parking Structure MIP). Approval of the Parking Structure MIP was contingent upon converting the on-street parking lane to a mixed-flow traffic lane on Garvey Avenue (from Atlantic Boulevard to New Avenue) to improve mobility. To address concerns about losing on-street parking, the City is proposing to revise the Parking Structure MIP scope by providing a multimodal mobility hub in conjunction with at least one off-site parking structure to improve mobility.

Also, in response to community requests for more multimodal options, the City proposes to allocate a portion of the Parking Structure MIP funds (\$20,840,000) to a new project - Monterey Pass Road Improvements (Floral Drive to the Garvey Avenue/Fremont Avenue Intersection) - to relieve congestion and improve mobility on a route that is reportedly used to bypass traffic bottlenecks generated by the I-10/710 interchange. As described in Attachment F, the new project will provide bus transit improvements, pedestrian enhancements, and Americans with Disabilities Act (ADA) infrastructure upgrades to support multimodal mobility.

### PASADENA

The Board approved a total of \$241,850,000 in Measure R MIP funds for five projects in Pasadena, of which \$230,500,000 was allocated to the Gold Line Grade Separation at California Boulevard

---

Project (Grade Separation Project). After conferring with Metro and reassessing the Grade Separation Project, the City concluded the costs, impacts and changes to existing and proposed land uses adjacent to the rail crossing outweigh the benefits of grade separating the light rail tracks. In addition, the change in ownership of the transportation infrastructure resulting from the relinquishment of the SR-710 northern stub to the City (from Union Street to Columbia Street) has given cause for the City to update its previous project list submittal and develop near-term projects for the stub area, based on community feedback, to meet the north-south travel demand, enhance safety, and provide complete streets concepts, traffic signal upgrades, and transit systems expansions that will provide equitable multimodal mobility options, as described in Attachment F.

Therefore, instead of advancing the Grade Separation Project, the City proposed a dozen replacement projects to Metro for consideration. Also, the City would like to reallocate the funding approved and programmed for the Grade Separation Project (\$230,500,000) to the replacement projects that are approved by the Board to improve mobility, provide multimodal options, and enhance safety.

Based on staff's recommendation (described in Attachment A), there will be a balance of \$49,100,000 in Measure R MIP funds available for the City from the previously approved Grade Separation Project allocation. It is anticipated, upon further development of the projects (or project elements) not recommended by staff, that the City will return to the Board with additional project information or new replacement projects for consideration until all funds have been allocated.

#### **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 and implementation of the proposed new projects.

#### **FINANCIAL IMPACT**

The amount of \$9,440,934 is included in the FY23 adopted budget under Complete Streets & Highways Cost Centers 4730 and 0442, under SR-710 North Corridor Mobility Improvement Project (461315), Professional Services (50316) and Subsidies (54001) Accounts.

Staff will reassess the approved FY23 budget and make the necessary adjustments for new projects requiring funds beyond the current fiscal year budget. Staff will also refine future cashflow needs based on the recommendations and programming requests and the agency's overall funding strategy.

Since this is a multi-year program of mobility improvements, the Chief Planning Officer will continue to be responsible budgeting any remaining costs in future fiscal years.

#### **Impact to Budget**

The source of funds for the new projects will be Measure R Highway Capital (20%) Funds. This fund source is not eligible for Bus and Rail Operations or Capital Expenditures.

---

## **EQUITY PLATFORM**

The Board-approved Highway Subsidy grants for the SR-710 North MIPs are aligned with the Measure R Board-approved guidelines; and consistent with Board Motions 29.1 and 35, Metro's Strategic Plan Goal, and Metro's Objectives for Multimodal Highway Investments. This subsidy program affords local agencies the opportunity to develop and implement transportation projects that improve mobility, address local concerns, and provide better and safer access to key destinations (jobs, employment centers, markets, commercial centers, recreational centers, healthcare facilities, etc.) that may lead to more equitable outcomes.

All the MIPs are being administered by local agencies, except for one city that elected to utilize Metro's Complete Streets & Highways On-Call Services Contract to expedite the project development process. Over the years, various community outreach efforts have been conducted by MIP Sponsors to inform the project development process and address transportation disparities in or near equity-focus and disadvantaged communities. Each MIP Sponsor is responsible for engaging the public, key stakeholders, and community-based organizations, as necessary, depending on the proposed improvements and potential impacts.

Specific community engagement and outreach efforts conducted by the City for the new Monterey Park project (Monterey Park Pass Road Improvements) and other projects included convening two public/city council meetings (on March 17, 2021 and January 13, 2022); posting project information on the City's website via Google Translation; and disseminating multilingual (English, Chinese and Spanish) project information (mailers/postcards, notices) to residents, adjacent business owner associations, the Chamber of Commerce, and senior centers. During the first meeting, the City received comments from 23 speakers in attendance and approximately 150 written comments (mail). The second meeting was held to address the community feedback obtained during the first meeting held in March 2021.

Specific community engagement and outreach efforts conducted by the City for the Pasadena replacement projects included sending direct mailings to over 1000 residents within the City's disadvantaged census tract area; and convening a public open house meeting on August 9, 2022 (with bilingual staff in attendance to answer questions in Spanish and English) that was attended by approximately 100 people, followed by another public meeting held on September 2, 2022, and subsequent city council and committee meetings. In addition, eight targeted outreach meetings were held with key stakeholders and sensitive receptors along the 710 corridor (four schools, homeowner associations and Huntington Hospital) to address local specialized concerns.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports Metro's Strategic Plan Goals to:

- (1) Provide high quality mobility options that enable people to spend less time traveling.
- (2) Enhance communities and lives through mobility and access to opportunity.
- (3) Transform LA County through regional collaboration.

## **ALTERNATIVES CONSIDERED**

The Board may choose not to accept staff's recommendations. This alternative is not recommended as this would not be consistent with the Board's directive for staff to work directly with the cities in identifying eligible projects and could possibly delay bringing relief to affected local jurisdictions.

### **NEXT STEPS**

Upon Board approval, the MIP Sponsors will be notified of the Board's decision. Staff will work with the MIP Sponsors to help refine the project scopes of work and cost estimates that are needed to execute the Funding Agreements for the newly approved MIPs. In addition, staff will continue to assist in the delivery of all the MIPs and provide biannual reports to the Board.

### **ATTACHMENTS**

Attachment A - NEW Mobility Improvement Projects Recommended

Attachment B - Motion 35: Clarifying Eligible Uses for SR-710 North MIPs (File ID# 2022-0115)

Attachment C - NEW Project Sponsor Submittals

Attachment D - Motion 29.1: SR-710 North (Related to Item 29: File ID# 2017-0097)

Attachment E - MIP Programmed Funds

Attachment F - New & Rescoped MIP Descriptions by Sponsor

Prepared by:

Michelle E. Smith, Senior Director, Countywide Planning & Development- Complete Streets and Highways, (213) 547-4368

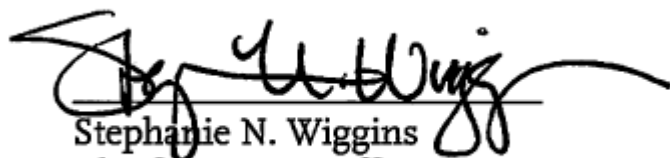
Ernesto Chaves, Executive Officer, Countywide Planning & Development- Complete Streets and Highways, (213) 547-4362

Ray Sosa, Deputy Chief Planning Officer, Countywide Planning & Development, (213) 547-4274

.Reviewed\_By

Reviewed by:

James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins  
Chief Executive Officer

**NEW MOBILITY IMPROVEMENT PROJECTS  
RECOMMENDED**

<b>LINE #</b>	<b>PROJECT SPONSOR</b>	<b>PROJECT NAME</b>	<b>COST ESTIMATE<sup>1</sup></b>
<b>PROJECT TYPE 3: Intelligent Transportation System [ITS] Projects</b>			
1	Pasadena	Orange Grove Boulevard Traffic Signal & Intersection Improvements <sup>2</sup> (At Colorado Boulevard and Holly Street Intersections)	\$4,500,000
2	Pasadena	Metro Line L At-Grade Crossing Enhancements <sup>2</sup>	\$2,500,000
SUBTOTAL			\$7,000,000
<b>PROJECT TYPE 4: Transit Projects</b>			
1	Pasadena	Transit Operations and Maintenance Facility <sup>2</sup>	\$65,400,000
<b>PROJECT TYPE 5: Active Transportation Projects</b>			
1	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues) <sup>3</sup>	\$20,840,000
2	Pasadena	Greenways (4 Bike Boulevards -Wilson, El Molino, Sierra Bonita & Craig Avenues) <sup>2</sup>	\$12,000,000
SUBTOTAL			\$32,840,000
<b>PROJECT TYPE 9: Multimodal Mobility Improvements</b>			
1	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia) <sup>2</sup>	\$75,100,000
2	Pasadena	Avenue 64 Complete Streets Program <sup>2</sup>	\$1,800,000
3	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue) <sup>2</sup>	\$ 9,900,000
4	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard) <sup>2</sup>	\$4,800,000
5	Pasadena	Orange Grove Mobility Improvement Program <sup>2</sup>	\$5,400,000
SUBTOTAL			\$97,000,000
TOTAL			\$202,240,000
MONTEREY PARK TOTAL			\$ 20,840,000
PASADENA TOTAL			\$181,400,000 <sup>4</sup>

**NOTE: No additional funds are being requested.**

<sup>1</sup> All estimates are preliminary planning level cost estimates subject to reevaluation based on more detailed scopes of work.

<sup>2</sup> This replacement project is submitted in lieu of the previously approved Gold Line Grade Separation at California Blvd MIP.

<sup>3</sup> A portion of funds from rescoped Parking Structure MIP (with Multimodal Mobility hub) will be allocated to this new project.

<sup>4</sup> A balance of \$49,100,000 remains for Pasadena [\$230.5M available - \$181.4M reallocated to nine (9) replacement projects].



## Metro

## Board Report

---

**File #:** 2022-0115, **File Type:** Motion / Motion Response

**Agenda Number:** 35.

---

**REGULAR BOARD MEETING  
FEBRUARY 24, 2022**

**Motion by:**

**DIRECTORS SOLIS, SANDOVAL, BARGER, BONIN, GARCETTI, and BUTTS**

**Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects Motion**

The SR-710 North Mobility Improvement Projects (MIP) were created as an alternative to the SR-710 Gap Closure project following the Board's adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative in 2017 for the SR-710 project. Since its creation, some recipients of MIP funding have expressed the desire for more flexibility, and on February 16, 2022, the Monterey Park City Council decided to forego any action related to adding lanes to Garvey Avenue under their Garvey Avenue Improvements Project in favor of seeking other improvements.

As stated in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), the purpose of the 710 N Project is "to effectively and efficiently accommodate regional and local north south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles." The purpose continues and highlights certain considerations, including "[improving the] - efficiency of the existing [...] transit networks, [reducing] congestion on local arterials adversely affected due to accommodating regional traffic volumes, [and minimizing] environmental impacts related to mobile sources."

Direction from the Metro Board of Directors is necessary to clarify, based on the EIR/EIS, what kinds of MIPs are eligible for Measure R funding. This motion proposes to clarify that the following three categories of improvements are consistent with the purpose and need of the 710 N Project, support the adopted TSM/TDM alternative, and are subsequently eligible for MIP Measure R funds available for the SR-710 N Gap Closure project:

- 1) Bus Infrastructure Improvements: The TSM/TDM alternative includes transit service improvements which support efficiency of existing transit networks as stated in the project purpose.
- 2) Bikeway Improvements: The EIR/EIS TSM/TDM alternative includes Class III bike route projects. Recipients of MIP funding should also be able to implement standalone Class I, II or IV bikeways.



3) Pedestrian Improvements: The EIR/EIS states that TSM "... encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system." Pedestrian improvements make it easier and more appealing to walk and run to and from destinations, thereby increasing potential for mode shift and congestion reduction. Pedestrian improvements are encouraged as part of any comprehensive TSM strategy and contribute to a comprehensive transportation system that promotes non-vehicular travel.

If recipients of MIP funding propose projects that require vehicular lane reductions, they should first demonstrate that the project is consistent with the purpose and need of the 710 N Project. Guidance issued by Metro should be utilized to ensure consistency.

**SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts that directs the CEO to take the following actions:

- A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:
- On-street bus priority infrastructure including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements.
  - Class I, II, III or IV bikeway projects.
  - Sidewalk improvements, including but not limited to, widening, shade trees, and curb ramps.
  - Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.
  - Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.
- B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.
- C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.

**NEW MOBILITY IMPROVEMENTS  
PROJECT SPONSOR SUBMITTALS**

LINE #	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE <sup>1</sup>
<b>PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects</b>			
1	Pasadena	SR710/SR134/I210 Ramp Modifications <sup>2,3,5</sup>	\$150,000,000
SUBTOTAL			\$150,000,000
<b>Project Type 3: Intelligent Transportation System [ITS] Projects</b>			
1	Pasadena	Orange Grove Boulevard Traffic Signal & Intersection Improvements <sup>3</sup> (At Colorado Boulevard and Holly Street Intersections)	\$4,500,000
2	Pasadena	Metro L Line At-Grade Crossing Enhancements <sup>3</sup>	\$2,500,000
SUBTOTAL			\$7,000,000
<b>PROJECT TYPE 4: Transit Projects</b>			
1	Pasadena	Transit Operations and Maintenance Facility <sup>3</sup>	\$65,400,000
SUBTOTAL			\$65,400,000
<b>PROJECT TYPE 5: Active Transportation Projects</b>			
1	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues) <sup>6</sup>	\$20,840,000
2	Pasadena	Greenways (Bike Boulevards) <sup>3</sup>	\$12,000,000
3	Pasadena	Arroyo Link Project <sup>3,4,5</sup>	\$65,000,000
SUBTOTAL			\$97,840,000
<b>PROJECT TYPE 9: Multimodal Mobility Improvements</b>			
1	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia Streets) <sup>3</sup>	\$75,100,000
2	Pasadena	Ave 64 Complete Streets Program <sup>3</sup>	\$1,800,000
3	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue) <sup>3</sup>	\$ 9,900,000
4	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard) <sup>3</sup>	\$4,800,000
5	Pasadena	Continental Crosswalk Implementation <sup>3</sup>	\$6,800,000
6	Pasadena	Orange Grove Mobility Improvement Program <sup>3</sup>	\$5,400,000
SUBTOTAL			\$103,800,000
TOTAL			\$424,040,000

**Metro Project Type Groupings [for Submittals]**

PROJECT TYPE 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvements Projects

PROJECT TYPE 2: Local Street Intersection Improvements Projects

PROJECT TYPE 3: Intelligent Transportation System [ITS] Projects

PROJECT TYPE 4: Transit Projects

PROJECT TYPE 5: Active Transportation Projects

PROJECT TYPE 6: Maintenance/Rehabilitation/Safety Projects

PROJECT TYPE 7: Studies

PROJECT TYPE 8: Parking Structures

PROJECT TYPE 9: Multimodal Mobility Improvements [NEW]

**NOTE: NO additional funds are being requested.**

<sup>1</sup> All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work (SOW).

<sup>2</sup> Project is not fully funded. Cost estimate could exceed \$150M.

<sup>3</sup> This replacement project is submitted in lieu of the previously approved Gold Line Grade Separation at California Blvd Project.

<sup>4</sup> Cost estimate could range from \$45-65M.

<sup>5</sup> Further study, design, coordination with stakeholders is needed to refine SOW and cost estimate. Project could be scalable.

<sup>6</sup> Funding reallocated/made available from rescope Parking Structure MIP.

# Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA



## Board Report

File #:2017-0358, File Type:Motion / Motion  
Response

Agenda Number:29.1

**REVISED  
REGULAR BOARD MEETING  
MAY 25, 2017**

**Motion by:**

**FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN**

May 25, 2017

**Relating to Item 29; File ID 2017-0097: SR-710 North**

The Expenditure Plan for Measure R, approved by voters in 2008, included \$780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated \$3+ billion (in 2014\$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

**CONSIDER Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian** that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

- A. **SUPPORT** adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.
- B. **ALLOCATE** \$105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.
- C. **ALLOCATE** remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project” for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

- D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.
- E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.
- F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.
- G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.
- H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

MIP ID #	PROJECT SPONSOR	PROJECT NAME	FY22 and PRIOR YRS	FY23	FY24	FY25	FY26	FY27	FY28+	TOTAL
<b>PROJECT TYPE 1: Local Street/Road &amp; Freeway Local Interchange Mobility and Operational Improvement Projects</b>										
MR1.1.1.01	Alhambra	SR-710 North of I-10 Termination Project [I-10 to Valley Boulevard]	\$0	\$1,000,000	\$3,500,000	\$4,500,000	\$4,500,000	\$20,000,000	\$28,900,000	\$62,400,000
MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$30,600,000	\$38,100,000	\$19,300,000	\$100,000,000
MR1.1.1.03	Alhambra	I-10/Atlantic Boulevard On and Off Ramp Reconfiguration	\$0	\$300,000	\$1,500,000	\$2,000,000	\$2,500,000	\$13,700,000	\$0	\$20,000,000
MR1.1.1.04	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration	\$0	\$300,000	\$1,500,000	\$2,000,000	\$2,500,000	\$2,500,000	\$11,200,000	\$20,000,000
MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Blvd to Mission Rd]	\$950,000	\$750,000	\$6,000,000	\$6,700,000				\$14,400,000
MR1.1.2.02	Alhambra	I-10/New Avenue Freeway Interchange Ramp Reconfiguration	PROJECT WITHDRAWN & FUNDS REALLOCATED PER SPONSOR REQUEST							(\$10,000,000)
MR1.1.2.03	Alhambra	Railroad Channel Bridge Wdng Project [Mission Rd & Atlantic Blvd]	PROJECT WITHDRAWN & FUNDS REALLOCATED PER SPONSOR REQUEST							(\$8,400,000)
MR1.1.2.05	Alhambra	Railroad Channel Bridge Wdng Project [Mission Rd & Garfield Ave]	PROJECT WITHDRAWN & FUNDS REALLOCATED PER SPONSOR REQUEST							(\$8,400,000)
LA8.1.1.06	LA City	Soto Street Widening Project [Valley Boulevard and UPRR]	\$4,000,000							\$4,000,000
LA8.1.1.07	LA City	Soto Street Widening from Multnomah Street to Mission Road	\$0	\$0	\$0	\$0	\$5,330,000	\$7,000,000	\$14,000,000	\$26,330,000
MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements	\$375,000	\$200,000	\$175,000	\$1,000,000	\$650,000			\$2,400,000
MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements	\$1,600,000	\$600,000	\$300,000	\$15,000,000	\$8,800,000			\$26,300,000
MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements	\$100,000	\$600,000						\$700,000
MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements	\$200,000	\$50,000	\$1,650,000					\$1,900,000
MR3.1.1.30	Pasadena	Gold Line Grade Separation at California Blvd	\$2,100,000	\$3,150,000	\$15,750,000	\$21,000,000	\$21,000,000	\$21,000,000	\$21,000,000	\$105,000,000
MR3.1.2.06	Pasadena	Gold Line Grade Separation at California Boulevard [ROW & Construction]	\$0	\$0	\$0	\$31,375,000	\$31,375,000	\$31,375,000	\$31,375,000	\$125,500,000
MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project	\$390,000	\$2,210,000						\$2,600,000
MR4.1.2.08	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	\$800,000	\$200,000	\$4,600,000	\$400,000				\$6,000,000
MR4.1.2.09	Rosemead	I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	\$500,000	\$200,000	\$200,000	\$4,700,000	\$400,000			\$6,000,000
MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	\$6,000,000	\$4,000,000	\$0	\$0				\$10,000,000
MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications	\$0	\$500,000	\$1,000,000	\$4,000,000	\$4,000,000	\$14,250,000	\$14,250,000	\$38,000,000
MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Ave IC Modifications [ROW, Design & Construction]	\$0	\$0	\$0	\$0	\$0	\$16,000,000	\$16,000,000	\$32,000,000
<b>PROJECT TYPE 2: Local Street Intersection Improvement Projects</b>										
LA8.2.1.01	LA City	Cesar Chaves Avenue/Lorena Street/Indiana Street Roundabout	\$5,600,000	\$2,400,000						\$8,000,000
MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$2,240,000	\$1,210,000						\$3,450,000
MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvement	\$2,310,000	\$1,240,000						\$3,550,000
MR5.2.2.05	San Gabriel	San Gabriel and Marshall Street Realignment Project (SG-11)	PROJECT WITHDRAWN & FUNDS REALLOCATED PER SPONSOR REQUEST							(\$4,900,000)
MR5.2.2.06	San Gabriel	San Gabriel & Valley Boulevard Intersection Improvements Project	\$3,080,000	\$1,570,000						\$4,650,000
MR5.2.2.08	San Gabriel	Valley Boulevard & Del Mar Avenue Intersection Improvements	\$3,850,000	\$1,900,000						\$5,750,000
MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements	\$0	\$600,000	\$200,000	\$1,800,000	\$2,700,000	\$2,700,000		\$8,000,000
MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements	\$0	\$300,000	\$2,200,000	\$3,500,000				\$6,000,000
<b>PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects</b>										
MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [TSSP]	\$1,000,000	\$1,000,000						\$2,000,000
MR1.3.1.02	Alhambra	Fremont Avenue TSSP	\$750,000	\$750,000						\$1,500,000
MR1.3.2.01	Alhambra	Atlantic Boulevard TSSP– Adaptive Upgrade [Huntington to I-10]	\$1,800,000	\$1,800,000						\$3,600,000
MR1.3.2.02	Alhambra	Fremont Avenue TSSP – Adaptive Upgrade NCL to Montezuma/I-10 <sup>6</sup>	\$700,000	\$700,000						\$1,400,000
MR1.3.2.03	Alhambra	Garfield Avenue TSSP – Adaptive Upgrade [Huntington to I-10] <sup>7</sup>	\$1,000,000	\$1,600,000						\$2,600,000
MR1.3.2.04	Alhambra	Main Street TSSP– Adaptive Upgrade [WCL to ECL]	\$500,000	\$3,000,000	\$1,900,000					\$5,400,000
MR1.3.2.05	Alhambra	Mission Road TSSP Adaptive Upgrade [WCL to ECL]	\$300,000	\$1,800,000	\$900,000					\$3,000,000
MR1.3.2.06	Alhambra	Valley Boulevard TSSP– Adaptive Upgrade	\$2,900,000	\$1,700,000						\$4,600,000

MIP ID #	PROJECT SPONSOR	PROJECT NAME	FY22 and PRIOR YRS	FY23	FY24	FY25	FY26	FY27	FY28+	TOTAL
LA8.3.1.03	LA City	ITS & Technology - Traffic Signal Upgrades in El Sereno -Huntington, Eastern & Valley	\$0	\$500,000	\$500,000	\$1,000,000	\$4,000,000	\$4,000,000		\$10,000,000
LA8.3.2.07	LA City	Soto Street & Marengo Street Traffic Signal Enhancements	\$400,000	\$1,000,000	\$600,000					\$2,000,000
LA9.3.1.11	LA County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$0	\$0	\$0	\$0	\$0	\$0	\$3,700,000	\$3,700,000
LA9.3.1.39	LA County	Arizona Ave/Mednik Pass Rd/Fremont Ave Traffic Corridor Improvements	\$25,000	\$100,000	\$550,000	\$4,100,000	\$2,225,000			\$7,000,000
LA9.3.1.57	LA County	Traffic Signal Control Intersection Upgrade Project [3 Intersections]	\$30,000							\$30,000
LA9.3.1.30	LA County	Ford Boulevard Traffic Corridor Improvement Project (N-S )	\$12,500	\$50,000	\$300,000	\$1,000,000	\$937,500			\$2,300,000
LA9.3.1.22	LA County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$0	\$0	\$300,000	\$700,000	\$900,000			\$1,900,000
LA9.3.1.20	LA County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$12,500	\$25,000	\$100,000	\$100,000	\$562,500			\$800,000
LA9.3.1.28	LA County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$0	\$50,000	\$100,000	\$100,000				\$250,000
LA9.3.2.08	LA County	1st Street TSSP and ITS Improvements	\$12,500	\$50,000	\$500,000	\$2,200,000	\$3,437,500			\$6,200,000
LA9.3.2.09	LA County	Cesar Chavez Avenue TSSP and ITS Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000
LA9.3.2.10	LA County	East Los Angeles ITS Enhancements	\$15,000	\$70,000	\$200,000	\$300,000	\$215,000			\$800,000
LA9.3.2.11	LA County	Olympic Boulevard ITS Improvements	\$0	\$0	\$200,000	\$600,000	\$2,100,000			\$2,900,000
LA9.3.2.12	LA County	Whittier Boulevard ITS Improvements	\$0	\$0	\$100,000	\$400,000	\$1,700,000			\$2,200,000
MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project	\$1,050,000	\$700,000	\$2,250,000	\$5,000,000				\$9,000,000
MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	\$850,000							\$850,000
MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements Project-Within Affected SR-710 Corridors	\$494,000	\$1,900,000	\$1,406,000					\$3,800,000
MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project	\$2,542,000	\$1,558,000						\$4,100,000
MR4.3.2.19	Rosemead	Rosemead Adaptive Traffic/Traffic Responsive Control Project	\$1,800,000	\$4,000,000	\$3,200,000					\$9,000,000
MR4.3.2.20	Rosemead	Rosemead Traffic Signal Improvements	\$1,200,000	\$2,500,000	\$2,300,000					\$6,000,000
MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project	\$3,130,000	\$500,000	\$1,000,000	\$1,400,000				\$6,030,000
MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements	\$700,000	\$500,000	\$500,000					\$1,700,000
<b>PROJECT TYPE 4: Transit Projects</b>										
LA8.4.2.02	LA City	DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements	\$2,000,000							\$2,000,000
LA8.4.2.03	LA City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	\$1,500,000							\$1,500,000
LA8.4.2.04	LA City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	\$3,000,000	\$3,000,000	\$4,000,000	\$6,362,000				\$16,362,000
LA8.4.2.05	LA City	Eastern Avenue Multi-Modal Transportation Improvements	\$3,000,000	\$3,000,000	\$4,000,000	\$6,388,000				\$16,388,000
LA8.4.2.06	LA City	Huntington Drive Multi-Modal Transportation Improvements	\$2,500,000	\$1,000,000	\$1,000,000	\$4,500,000	\$8,000,000			\$17,000,000
LA8.4.2.07	LA City	Valley Boulevard Multi-Modal Transportation Improvements	\$4,000,000	\$2,000,000	\$2,000,000	\$4,000,000	\$8,000,000	\$14,100,000		\$34,100,000
LA9.4.2.08	LA County	El Sol Shuttle Service Improvements	\$0	\$12,500	\$25,000	\$25,000	\$25,000	\$25,000	\$18,072,500	\$18,185,000
LA9.4.2.09	LA County	Cesar Chavez Avenue Mobility Improvements	\$0	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$7,675,000	\$7,900,000
LA9.4.2.10	LA County	Olympic Boulevard Mobility Improvements	\$0	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$6,525,000	\$6,750,000
LA9.4.2.11	LA County	Wellness Shuttle Fleet Upgrade and Expansion Project	\$0	\$12,500	\$25,000	\$25,000	\$25,000	\$25,000	\$9,372,500	\$9,485,000
LA9.4.2.12	LA County	Whittier Boulevard Mobility Improvements	\$0	\$100,000	\$200,000	\$800,000	\$1,650,000	\$2,100,000	\$3,400,000	\$8,250,000
<b>PROJECT TYPE 5: Active Transportation Projects</b>										
LA8.5.2.02	LA City	El Sereno Active Transportation Project & Transit Connectivity Enhancements	\$1,900,000	\$1,000,000	\$1,800,000	\$1,300,000				\$6,000,000
LA8.5.2.03	LA City	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	\$1,750,000	\$1,000,000	\$1,000,000	\$1,250,000				\$5,000,000
LA9.5.2.04	LA County	Atlantic Boulevard Mobility Improvements	\$0	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$4,775,000	\$5,000,000
LA9.5.2.05	LA County	East Los Angeles Mobility Hub Project	\$0	\$12,500	\$25,000	\$25,000	\$50,000	\$50,000	\$1,837,500	\$2,000,000
LA9.5.2.06	LA County	East Los Angeles Pedestrian Accessibility Improvements	\$0	\$25,000	\$325,000	\$625,000	\$750,000	\$500,000	\$275,000	\$2,500,000
LA9.5.2.07	LA County	East Los Angeles Vision Zero Enhancements	\$250,000	\$1,000,000	\$2,500,000	\$3,000,000	\$2,000,000	\$1,250,000		\$10,000,000
LA9.5.2.08	LA County	Eastern Avenue Mobility Improvements	\$0	\$25,000	\$125,000	\$875,000	\$1,450,000	\$2,525,000		\$5,000,000
LA9.5.2.09	LA County	Floral Drive Pedestrian and Roadway Improvements	\$0	\$25,000	\$300,000	\$750,000	\$3,925,000			\$5,000,000

## MIP PROGRAMMED FUNDS

## ATTACHMENT E

MIP ID #	PROJECT SPONSOR	PROJECT NAME	FY22 and PRIOR YRS	FY23	FY24	FY25	FY26	FY27	FY28+	TOTAL
LA9.5.2.10	LA County	LA County +USC Medical Ctr Mobility Improvements [Valley Blvd Improvements]	\$500,000	\$500,000	\$500,000	\$1,000,000	\$2,000,000	\$2,000,000	\$23,500,000	\$30,000,000
LA9.5.2.11	LA County	Micro-Mobility Program and Infrastructure Improvements	\$0	\$25,000	\$50,000	\$50,000	\$150,000	\$200,000	\$2,025,000	\$2,500,000
LA9.5.2.12	LA County	Safe Routes to Schools Infrastructure Enhancements	\$0	\$25,000	\$150,000	\$275,000	\$600,000	\$650,000	\$800,000	\$2,500,000
<b>PROJECT TYPE 8: Parking Structures</b>										
MR2.8.1.02	Monterey Park	Three (3) Parking Structures on Garvey Avenue	\$1,750,000	\$3,000,000	\$3,000,000	\$1,250,000	\$22,000,000	\$17,000,000	\$12,000,000	\$60,000,000
<b>TOTAL PROGRAMMED FUNDS BY FISCAL YEAR</b>			<b>\$77,468,500</b>	<b>\$68,970,500</b>	<b>\$80,656,000</b>	<b>\$151,525,000</b>	<b>\$181,207,500</b>	<b>\$211,200,000</b>	<b>\$255,482,500</b>	<b>\$1,026,510,000</b>

## NEW & RESCOPED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS BY SPONSOR

### RECOMMENDED - NEW MOBILITY IMPROVEMENTS

**MONTEREY PARK:** In response to community requests for more multimodal mobility options the following new project is being proposed. Savings from a rescoped MIP were reallocated to this new project.

Monterey Park Pass Road Improvements Project (Floral Drive to Garvey Avenue) ---Project extends approximately 1.6 miles from the southerly limit at Floral Drive to the northerly limit at the Garvey Avenue/Fremont Avenue Intersection and will include, but is not limited to, the following proposed improvements:

- Americans with Disabilities Act (ADA) infrastructure upgrades (sidewalks, driveways, curb ramps)
- Traffic signal improvements and upgrades.
- Roadway construction -new pavement overlay, signing and striping, bulb outs.
- Trees, landscaping.
- Bus transit amenities (bus shelters, pads, benches, etc.).
- EV charging stations.
- Dedicated and protected bike lanes.

This corridor is currently used to bypass traffic from the I-10/710 freeway interchange. When implemented the Project will improve mobility and traffic flow, enhance safety, and provide greater and better access for all roadway users (motorists, transit riders, pedestrians walking, cyclists, and rollers).

**Preliminary Planning Level Cost Estimate: \$20,840,000**

**PASADENA:** In lieu of constructing the Gold Line Grade Separation at California Boulevard, the City proposed twelve replacement projects, based on community feedback, to improve mobility, provide and support multimodal options and enhance safety. The following replacement projects that range from multimodal and active transportation projects to local street intersection improvements, traffic signal upgrades and a transit operations and maintenance facility are being proposed.

Pasadena Avenue and St. John Avenue Roadway Network (Walnut Street to Columbia Street) ---Project encompasses a comprehensive network of multimodal and intersection improvements that extend approximately 1.8 miles (from Walnut to Columbia Streets) along two primary access routes to the SR-710 northern stub area, in proximity to I-210 and the SR-134 on and off ramps to California Boulevard. The proposed improvements generally include, but are not limited to, the installation of Class II bike lanes, Class IV protected bike lanes; sidewalk and roadway construction (pavement striping, signage); street lighting, trees, and landscaping; pedestrian signals; and traffic signal modifications; American with Disabilities Act (ADA) infrastructure upgrades; raised medians, pedestrian refuge; and related intersection improvements at several overcrossings and streets (Walnut Street, Union Street, Colorado Boulevard, Green Street, Del Mar Boulevard, California Boulevard, Bellefontaine Street and Columbia Street.)

**Preliminary Planning Level Cost Estimate: \$75,100,000**

#### **NOTES:**

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>



## NEW & RESCOPED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS BY SPONSOR

Ave 64 Complete Streets Program ---Project provides supplemental to complete the construction of the Avenue 64 traffic circle at the Burleigh Drive intersection to reduce speeds and enhance pedestrian safety. Supplemental funding is being requested because supply chain constraints that have significantly increased the cost of construction materials. In addition, the Project will install curb extensions at the intersection of Avenue 64 and Glenullen Drive (north of the traffic circle under construction) for pedestrian safety.

**Preliminary Planning Level Cost Estimate: \$1,800,000**

Transit Operations and Maintenance Facility ----Project provides funds for the construction of a new transit operations and maintenance facility that is needed to accommodate the City's existing transit services, Metro's NextGen planned services and the expanded transit services for the proposed development of the SR710 northern stub area recently relinquished to the City. The City has already initiated the design and environmental clearance for a new Transit Operations and Maintenance Facility, but funding has not been secured. Without a new facility, the City would not be able to provide an expanded transit service option for the SR-710 northern stub area to be developed. Construction of a new facility on City owned property is estimated to cost \$65,400,000.

Typical items of work associated with a transit operations and maintenance facility include, site demolition, earthwork, shoring, erosion control, interior and exterior improvements, landscaping, site signage and utilities. Other related building materials and items of work include, but are not limited to, concrete (building foundation, structures/walls, columns, walkways, pads), masonry (walls), metals (steel structures, stairs, panel screens for walls and roof, glass screens and canopy, steel trellis, metal fabrications for enclosures/gates, guardrails) wood, plastic and composites, thermal and moisture protection, openings (interior and exterior doors, hardware, glazing), finishes (interior and exterior walls, floor finishes and wall bases, ceiling, exterior soffit) specialties (restroom/janitor/shower specialties, fire extinguishers, building signage, ADA pole signage, parking stall, etc.), equipment (maintenance/wash equipment, administration/operations equipment, breakroom equipment, employee storage equipment) furnishings (window shades), special construction (PV panels), conveying (passenger elevator), fire suppression enclosed and parking area fire sprinkler system), plumbing (domestic, cistern, industrial; storm drain system, , HVAC systems, electrical systems, communications systems (enclosed and parking areas) , and electronic safety and security (enclosed and parking area fire alarm system, enclosed and parking area security system, enclosed and parking area gas detection system for CNG, CO/NOx (explosion proof).

**Preliminary Planning Level Cost Estimate: \$65,400,000**

Columbia Street Improvements Project (Orange Grove Boulevard to Fair Oaks Avenue) ---Project provides a variety of intersection and geometric improvements at the intersections of Orange Grove, Pasadena Avenue and Fremont Avenue to enhance safety and improve operations while maintaining the existing roadway capacity for motorists. The proposed improvements include, but are not limited to installing curb extensions and ramps, left turn pockets, high visibility crosswalks, median islands, reduced crossing widths, landscaping, and roadway signage, striping, and pavement; upgrading traffic signals for accessible pedestrian signals, vehicle and bicycle detection, and fiber optic communication

2

### **NOTES:**

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>

**NEW & RESCOPED MOBILITY IMPROVEMENTS  
PROJECT DESCRIPTIONS BY SPONSOR**

infrastructure; and providing bike lanes (from Orange Grove Boulevard to Fair Oaks Avenue) to complement the proposed Pasadena Avenue bike network. Continued coordination with the neighboring jurisdiction (South Pasadena) throughout project development process will be required.

**Preliminary Planning Level Cost Estimate: \$9,900,000**

Traffic Signal and Intersection Improvements Project (Orange Grove/Colorado Boulevard & Orange Grove Boulevard/Holly Street) ---Project addresses deficient weaving, merging, and turning movements between the SR134 on and off ramps at the Orange/Colorado Boulevard intersection by implementing a variety of traffic signal, safety, and operational improvements. The proposed improvements include, but are not limited to, roadway channelization, new signage, striping, curb ramps and pavement; upgraded traffic signals; additional traffic signal hardware and controllers, cabinets, vehicle detection and communication infrastructure; and protected permissive left turn arrows to separate vehicles/ramp traffic, reduce weaving and turning conflicts, and manage split approach operations. Continued coordination with Caltrans throughout the project development process will be required because both intersections include freeway off ramps.

**Preliminary Planning Level Cost Estimate: \$4,500,000**

San Rafael Avenue Project (between Linda Vista Avenue and Colorado Boulevard) ---Project modifies traffic signals at three closely spaced signalized intersections; upgrades traffic signal controllers; installs vehicle detection, closed circuit television camera, fiber optic communication infrastructure and new pavement, median, curbs ramp, signage and striping; reconfigures ramps; relocates a traffic signal cabinet and communications cabinet (from the south side of Colorado Boulevard to the north side of Colorado Boulevard at San Rafael Avenue); and widens the south sidewalk to provide an ADA compliant pedestrian pathways. Continued coordination with Caltrans throughout the project development process will be required because the three intersections include freeway off ramps.

**Preliminary Planning Level Cost Estimate: \$4,800,000**

Metro L Line At-Grade Crossing Enhancements Project ---Project provides for enhanced performance monitoring, data collection and analytics at intersections adjacent to the at-grade Metro L Line Crossing at Glenarm Street, Colorado Boulevard and Del Mar Boulevard to monitor and reduce intersection delay by collecting vehicular, cyclist and pedestrian data for analysis and decision making. In addition, Project provides for the implementation of advanced video analytics to identify inherent risk based or near miss occurrences, hardware for up to 15 signalized intersections, communication infrastructure, and central system hardware and software for the performance monitoring system.

**Preliminary Planning Level Cost Estimate: \$2,500,000**

Orange Grove Mobility Improvement Program ---Project provides safety and mobility enhancements (traffic signal upgrades, fiber optics communication infrastructure, and curb ramps) on Orange Grove Boulevard from Del Mar Boulevard to Columbia Street. In addition, Project replaces a free right turn slip lane with a standard right turn pocket at the California Boulevard intersection.

**Preliminary Planning Level Cost Estimate: \$5,400,000**

**NOTES:**

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>

## NEW & RESCOPED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS BY SPONSOR

Greenways (Bike Boulevards) ---Project provides four (4) north-south greenways on Wilson Avenue, El Molino Avenue, Sierra Bonita Avenue, and Craig Avenue. The proposed greenway elements include, but are not limited to, installing bike signage and striping (intersection crossing, flashing turn arrows, bike bollards, and bike turn boxes); accessible pedestrian signals at all signalized intersections; raised traffic calming medians/islands; offset edge islands; traffic calming diverters; traffic circles with and without bulb outs; buffered bike lanes; and bike video detection systems. Three (3) of the 4 greenways are within ¼ mile of a Metro L Line Station and all four will connect to the stations through an existing bicycle network. The Greenways will provide a bicycle network connection to Lake Station and Hill Station, and future connectivity to the Memorial Park Station and the Del Mar Station when planned improvements on Union and Cordova Streets are completed.

**Preliminary Planning Level Cost Estimate: \$12,000,000**

## RECOMMENDED - RESCOPED MOBILITY IMPROVEMENTS

MONTEREY PARK -In response to the community feedback, the City is studying curbside management strategies for Garvey Avenue that necessitate minimal off-site replacement parking; and proposing multimodal mobility hub elements throughout the City to improve mobility for all roadway users.

Three (3) Parking Structures on Garvey Avenue – This previously approved MIP will be rescoped to allow for at least one parking structure (on City owned parcel at the northwest corner of Garvey and Lincoln Avenues) for off-site replacement parking, a multimodal mobility hub and curbside management strategies. The multimodal mobility hub elements that are being studied will accommodate motorized and non-motorized modes of travel (vehicles, transit [buses], pedestrians [walking], bicyclists, scooters, rollers, etc.); provide access to rideshare services; incorporate pedestrian enhancements and other access and mobility improvements to support multimodal systems throughout the City. In addition, in lieu of converting the Garvey Avenue parking lane into a mixed flow lane, the curbside management strategies that are being studied include shared use lanes and/or dedicated lanes for buses, bikes, or delivery loading zones (with restrictions) to improve overall multimodal mobility and traffic flow, reduce congestion and enhance safety.

This rescoped MIP will also help accommodate the increase in the frequency of Metro Bus Line Nos. 70, 106 and 260 that is planned for the City. Savings from this rescoped MIP will be allocated to construct the new Monterey Park Pass Road Improvements Project (Floral Drive to Garvey Avenue) which is estimated to cost \$20,840,000.

**Preliminary Planning Level Cost Estimate: \$39,160,000**

### **NOTES:**

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>