



Board Report

File #: 2024-0278, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2024

SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval in Attachment A;
- B. AUTHORIZING the Chief Executive Officer or their designee to:
 - 1. REALLOCATE funds from MIPs withdrawn by Alhambra and Los Angeles (LA City) shown in Attachment B (Proposed Updated MIP List) to fund new eligible projects recommended for Board approval in Attachment A;
 - 2. TRANSFER the project sponsorship and implementation of the Los Angeles County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City; and
 - 3. ALLOCATE and program local funds to the new LA City MIP recommended for Board approval in Attachment A.

ISSUE

At the February 2022 meeting, the Board approved Motion 35 by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts, expanding the definition of mobility improvements eligible for MIP funds (Attachment C). The Motion allows recipients of MIP Measure R funds the opportunity to submit new or substitute projects for Board approval and to revise scopes of work in consideration of eligible uses for Measure R MIP funds as clarified by the motion.

MIP sponsors submitted three new projects for funding, two in LA City and one in Alhambra, to replace existing MIPs that the cities propose to modify or withdraw. Staff evaluated the three new projects and seek Board approval for two projects deemed eligible in Alhambra and LA City, as shown 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 by Directors Fasana, Barger, Solis, Garcetti, and Najarian 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 (Attachment D).

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 253 project proposals were submitted by local agencies for consideration, of which 106 were originally selected based on the eligibility requirements outlined in Motion 29.1. To date, \$4.8 million has been expended and no projects have been completed.

DISCUSSION

As described in Motion 35, the following three 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.

LA City and Alhambra have proposed withdrawing or modifying previously approved MIPs and reallocating those MIP funds to implement new projects. The new projects submitted by both cities were evaluated by staff, and two projects are recommended for approval based on initial project information (scope, descriptions, justifications, and preliminary cost estimates) and anticipated benefits. One project in LA City was found ineligible for MIP funds because it has already been constructed and is therefore not recommended for funding. The project modifications, withdrawals, and additions in Alhambra and LA City are referenced below, and the two new projects recommended for Board approval are described in greater detail in Attachment E.

ALHAMBRA

The Board approved a total of \$240,900,000 in Measure R MIP funds for 13 projects in Alhambra, of which \$24,100,000 was allocated to Intelligent Transportation Systems (ITS) Projects and \$216,800,000 was allocated to Local Street/Road and Freeway Local Interchange Mobility and Operational Improvements Projects to address concerns about capacity, traffic flow, and congestion.

In response to community requests for more multimodal options, the City of Alhambra proposes to withdraw the Fremont Avenue Traffic Improvements (MIP ID# MR1.1.2.01) from Valley Boulevard to Mission Road and reallocate \$14,400,000 in previously approved MIP funds to a new project - Alhambra's Bicycle and Pedestrian Improvements Project - to enhance safety for pedestrians and

bicyclists and provide better access and connectivity to key destinations (refer to Attachment F for the Alhambra MIP Request Letter). Alhambra's Bicycle and Pedestrian Improvements Project is included in one of the City's eight pedestrian priority zones, which include important community destinations such as schools, retail, parks, and public facilities. Pedestrian and bicycle improvements include a mix of high-visibility crosswalks, curb extensions, protective landscaping, flashing beacons, and traffic circles. Class IV separated bikeways - on-street bicycle facilities that provide a physical separation between the bikeway and motor vehicles in travel lanes - are being proposed for the busiest corridors. The physical separation of Class IV bikeways can include vertical elements such as bollards, planters, and concrete curbs.

LA CITY

The Board approved a total of \$114,350,000 in Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Regional Improvement Program (RIP) funds for 11 projects in LA City, of which \$70,988,000 was allocated to transit improvement projects. The LA City MIPs provide multimodal mobility options, pedestrian access enhancements, bicycle facilities, transit infrastructure improvements, and safety improvements.

LA City has proposed to withdraw three previously approved MIPs and reallocate these MIP funds to two new projects. Staff recommends reallocating \$2,000,000 to the 6th Street Park, Arts, River, & Connectivity Improvements (PARC) and Transit Improvements Project, in accordance with Motion 29.1 and the 2023 Los Angeles City Council actions reported below. LA City is requesting local funds in lieu of the federal MIP funds because the project is entirely locally funded and introducing federal funds would introduce additional requirements, thereby putting the construction schedule at risk (refer to Attachment G for the LA City MIP Request Letter and Council Motion).

LA City has also proposed reallocating \$2,500,000 in MIP funding for the Colorado Boulevard Complete Streets Project in Eagle Rock. Staff found this project ineligible for MIP funds because it has already been constructed. Staff recommends that these MIP funds (\$2,500,000) be reallocated to another LA City MIP sometime in the future.

The following actions were approved as part of the December 1, 2023, LA City Council Motion:

- Deobligate \$2,000,000 allocated to LA.8.3.2.07 - Soto Streets & Marengo Street Traffic Signal Enhancements and cancel the project.
- Deobligate \$10,000,000 allocated to LA8.3.1.03 - ITS & Technology - Traffic Signal Upgrades in El Sereno and cancel the project.
- Deobligate \$9,147,854 allocated to LA8.1.1.07 Soto Widening - Multnomah Street to Mission Road.
- Allocate \$6,500,000 to LA8.5.2.03 - Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements.
- Allocate \$8,500,000 to LA8.4.2.05 - Eastern Avenue Multi-modal Transportation Improvements.
- Allocate \$1,647,854 to LA8.4.2.07 - Valley Boulevard Multi-modal Transportation Improvements.
- Allocate \$2,500,000 to a new project entitled Complete Streets Project for Colorado Boulevard in Eagle Rock (Call for Project # F9123).
- Allocate \$2,000,000 to a new project entitled 6th Street PARC Street and Transit Improvements

(C.F. 23-0074).

LA County & LA City MIP Collaboration

LA County and LA City have been coordinating efforts to improve transit service and multimodal accessibility to the LAC-USC Medical Center and the broader USC Health Sciences Campus for the community. The Scope for the Los Angeles County + USC Medical Center Mobility Improvements (LA County Valley MIP) was modified to include funding (\$2,696,000) for the environmental phase of the proposed LA General Medical Center Infill Station Project, leaving the balance of funds (\$27,304,000 or \$30,000,000-\$2,696,000) for the multimodal transportation improvements.

As agreed to by both agencies, LA County would like to transfer the LA County MIP to LA City for project management, development, and construction. The Scope for the LA County MIP Segment 1 improvements includes constructing protected bicycle facilities and peak hour bus lanes on Mission Road between Cesar Chavez Avenue and Valley Boulevard to connect the surrounding neighborhoods that are currently separated by railroad tracks along Valley Boulevard to the campus.

Given LA City and LA County MIP fund sources include CMAQ and STBG, the Project Sponsors must adhere to the new Southern California Association of Governments' (SCAG) competitive federal funding process that is being administered by the county transportation commissions. The program guidelines adopted by SCAG to comply with a federal corrective action require that any new project or new project phase funded with CMAQ and/or STBG funds are subject to a competitive project selection process. Both agencies will have to consider this new requirement when developing the project schedule for this joint effort.

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. Both new projects recommended for MIP funding in Attachment A will provide safety improvements for pedestrians and bicyclists in Alhambra and LA City. Caltrans and local safety standards will be adhered to during the project development and implementation of the proposed new projects.

FINANCIAL IMPACT

The updated MIP list reflecting the new and withdrawn projects for Board approval is reported in Attachment E. The MIP programmed funds will include fund sources and programmed years that are based on availability, Metro's overall funding strategy and programming capacity, project sponsor cashflow needs, input and requests made by MIP sponsors in response to Motion 35, local project priorities and concerns, and other factors; and the new SCAG competitive federal funding process, when applicable.

Should the Board approve the two new eligible projects set forth in Attachment A (and withdraw or replace the projects requested by both cities), the total number of projects eligible for MIP funds remains at 87, without exceeding the overall MIP program budget or individual MIP sponsor allocations.

Impact to Budget

The amount of \$4,150,000 is included in the FY25 adopted budget under Complete Streets & Highways Cost Centers 4730 and 0442, under SR-710 North Corridor Mobility Improvements (461315), Professional Services (502316), and Subsidies (54001) accounts.

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

Per prior Board Action, the new LA City project will be funded from STBG, CMAQ and RIP funds, subject to the availability and all requirements of those funds. No other funds were considered.

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

EQUITY PLATFORM

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, healthcare facilities, etc.) that may lead to more equitable outcomes.

All the MIPs are administered by local agencies, except for the City of San Gabriel, which 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 disadvantaged and Equity Focus Communities (EFC). 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.

ALHAMBRA---Specific community engagement and outreach efforts conducted for the Alhambra Bicycle and Pedestrian Improvements Project included outreach meetings, community walks, walk and bike audits, popup events, community surveys, and the establishment of a project website featuring a public input map focused on user experiences and routes. Project information was provided in multiple languages (i.e., English, Spanish, Chinese, and Vietnamese).

Alhambra's bicycle and pedestrian recommendations were developed pursuant to data collection and feedback from the community. In October 2022, the City released a public input map, garnering over 300 comments concerning some of the busiest corridors (i.e., Fremont Avenue, Valley Boulevard, Main Street, and Mission Road).

Alhambra established pedestrian priority zones near EFCs throughout the city to facilitate safe active transportation. The new Alhambra project will be included in one of the City's pedestrian priority zones.

LA CITY--- The proposed PARC 6th Street viaduct will provide a transportation link between Boyle Heights and Downtown Los Angeles and provide better access to public transportation, bicycle

corridors, and other modes for residents of EFCs in Boyle Heights, El Sereno, and City Terrace.

Specific community engagement and outreach efforts conducted by LA City for the PARC and Transit Improvements Project included multiple public meetings and design workshops/focus meetings with youth and community leaders, both in-person and online, to provide updates and solicit feedback regarding project design, programming, and scope. Engagement was conducted in English and Spanish. Over 1000 survey responses were received after the first two community meetings.

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.

The recommendation also supports 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 systems 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.

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff's recommendations. This alternative is not recommended as it would be inconsistent with the Board's directive for staff to work directly with the cities in identifying eligible projects per Motion 29.1 and could delay bringing needed multimodal transportation improvements 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 refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the intent and direction of the Board and to execute funding agreements for the newly approved MIPs. The cities may use Metro's Complete Streets and Highways On-Call Services Contract to issue contracts/task orders, if requested, to assist in expediting the completion of the environmental and design phases for each MIP.

In addition, staff will continue to assist in the delivery of all MIPs and provide biannual reports to the Board.

ATTACHMENTS

Attachment A - Recommended MIPs

Attachment B - Proposed Updated MIP List

Attachment C - Motion 35

Attachment D - Motion 29.1

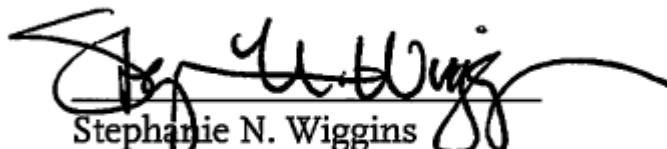
Attachment E - New MIP Descriptions by Sponsor

Attachment F - Alhambra MIP Request Letter

Attachment G - LA City MIP Request Letter and City Council Motion

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Stephanie N. Wiggins
Chief Executive Officer

RECOMMENDED MIPs

LINE #	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE ¹	ELIGIBLE FOR MIP FUNDS
PROJECT TYPE 4: Transit Projects				
1	LA City	Complete Streets Project for Colorado Boulevard	\$2,500,000	Not Eligible ²
PROJECT TYPE 9: Multimodal Mobility Improvements				
1	LA City	6 th Street PARC Street and Transit Improvements	\$2,000,000	Eligible
2	Alhambra	Alhambra's Bicycle & Pedestrian Improvements Project	\$14,400,000	Eligible
TOTAL			\$18,900,000	

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, Curbside Strategies, Mobility Hubs

PROJECT TYPE 9: Multimodal Improvements

NOTE: No additional funds are being requested for the NEW projects. (Funds were reallocated from MIPs that were withdrawn by Sponsors).¹All estimates are preliminary planning level cost estimates or construction cost estimates subject to reevaluation based on more detailed scopes of work.²LA City's Complete Streets Project for Colorado Boulevard was deemed ineligible since MIP Funds cannot go toward a project that has already been constructed.

COUNT	MIP ID#	PROJECT SPONSOR	PROJECT NAME	APPROVED MIP FUNDS	EXPENDITURES TO DATE	COMPLETION TO DATE 5
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects						
1	MR1.1.1.01	Alhambra	I-10/SR-710 Interchange Reconfiguration Project	\$62,400,000	\$0.00	0%
2	MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project	\$99,850,000	\$1,022,089.65	1%
3	MR1.1.1.03	Alhambra	I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project	\$20,000,000	\$0.00	0%
4	MR1.1.1.04	Alhambra	I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project	\$20,000,000	\$0.00	0%
	MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Boulevard to Mission Road]- (Project WITHDRAWN; \$14,550,000 REALLOCATED Per MIP Sponsor) ¹	\$0	\$12,972.50	0%
5	LA8.1.1.06	Los Angeles City	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	\$4,000,000	\$0.00	0%
6	LA8.1.1.07	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road]- (SCOPE MODIFIED; \$9,147,854 REALLOCATED Per MIP Sponsor) ²	\$17,182,146	\$0.00	0%
7	MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o I-10 Freeway]	\$2,400,000	\$0.00	0%
8	MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New] ³	\$18,202,000	\$0.00	0%
9	MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]	\$700,000	\$0.00	0%
10	MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]	\$1,900,000	\$0.00	0%
11	MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project [s/b I-210 Fwy to Fair Oaks Ave & California Blvd to n/b I-210 Fwy]	\$2,600,000	\$235,673.29	9%
12	MR4.1.2.08	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	\$6,000,000	\$122,223.36	2%
13	MR4.1.2.09	Rosemead	I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	\$6,000,000	\$59,835.00	1%
14	MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	\$10,000,000	\$0.00	0%
15	MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications	\$38,000,000	\$0.00	0%
16	MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [ROW Acquisition, Design Improvements & Construction]	\$32,000,000	\$0.00	0%
SUBTOTAL				\$341,234,146	\$1,452,793.80	0.13
PROJECT TYPE 2: Local Street Intersection Improvement Projects						
17	LA8.2.1.01	Los Angeles City	Cesar Chavez Avenue/Lorena Street/Indiana Street Roundabout	\$8,000,000	\$0.00	0%
18	MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$3,450,000	\$230,005.78	7%
19	MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$3,550,000	\$0.00	0%
20	MR5.2.2.06	San Gabriel	San Gabriel and Valley Boulevard Intersection Improvements Project	\$4,650,000	\$439,221.56	9%
21	MR5.2.2.08	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements Project	\$5,750,000	\$230,635.78	4%
22	MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards]	\$8,000,000	\$0.00	0%
23	MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]	\$6,000,000	\$0.00	0%
SUBTOTAL				\$39,400,000	\$899,863.12	0.20
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects						
24	MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway]	\$2,000,000	\$24,553.75	1%
25	MR1.3.1.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]	\$1,500,000	\$21,561.25	1%
26	MR1.3.2.01	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project- Adaptive Upgrade [Huntington Drive to I-10 Freeway]	\$3,600,000	\$22,262.50	1%
27	MR1.3.2.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project - Adaptive Upgrade	\$1,400,000	\$0.00	0%
28	MR1.3.2.03	Alhambra	Garfield Avenue Traffic Signal Synchronization Project - Adaptive Upgrade	\$2,600,000	\$0.00	0%
29	MR1.3.2.04	Alhambra	Main Street Traffic Signal Synchronization Project- Adaptive Upgrade [West City Limit to East City Limit]	\$5,400,000	\$0.00	0%
30	MR1.3.2.05	Alhambra	Mission Road Traffic Signal Synchronization Project- Adaptive Upgrade [West City Limit to East City Limit]	\$3,000,000	\$0.00	0%
31	MR1.3.2.06	Alhambra	Valley Boulevard Traffic Signal Synchronization Project- Adaptive Upgrade [West City Limit to East City Limit]	\$4,600,000	\$25,429.00	1%
	LA8.3.1.03	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno [on Huntington, Eastern & Valley]- (WITHDRAWN; \$10,000,000 REALLOCATED Per MIP Sponsor Request) ²	\$0	\$0.00	0%
	LA8.3.2.07	Los Angeles City	Soto Street & Marengo Street Traffic Signal Enhancements- (WITHDRAWN; \$2,000,000 REALLOCATED Per MIP Sponsor Request) ²	\$0	\$0.00	0%
32	LA9.3.1.11	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$3,700,000	\$0.00	0%
33	LA9.3.1.39	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	\$7,070,000	\$0.00	0%
34	LA9.3.1.57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 intersections]	\$90,000	\$0.00	0%
35	LA9.3.1.30	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$2,290,000	\$0.00	0%
36	LA9.3.1.22	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$1,900,000	\$0.00	0%
37	LA9.3.1.20	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$1,150,000	\$0.00	0%
38	LA9.3.1.28	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$250,000	\$0.00	0%
39	LA9.3.2.08	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)	\$5,440,000	\$0.00	0%
40	LA9.3.2.09	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W)	\$5,500,000	\$0.00	0%

COUNT	MIP ID#	PROJECT SPONSOR	PROJECT NAME	APPROVED MIP FUNDS	EXPENDITURES TO DATE	COMPLETION TO DATE ⁵
41	LA9.3.2.10	Los Angeles County	East Los Angeles ITS Enhancements	\$1,090,000	\$0.00	0%
42	LA9.3.2.11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)	\$2,900,000	\$0.00	0%
43	LA9.3.2.12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)	\$2,200,000	\$0.00	0%
44	MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]	\$9,000,000	\$45,595.00	1%
45	MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	\$850,000	\$838,604.30	99%
46	MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill]	\$3,800,000	\$12,414.10	0%
47	MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project	\$4,100,000	\$505,303.31	12%
48	MR3.1.3.02	Pasadena	Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections) ² [NEW]	\$4,500,000	\$0.00	0%
49	MR3.2.3.03	Pasadena	Metro Line L At-Grade Crossing Enhancements ² [NEW]	\$2,500,000	\$0.00	0%
50	MR4.3.2.19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]	\$9,000,000	\$0.00	0%
51	MR4.3.2.20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]	\$6,000,000	\$21,742.50	0%
52	MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds]	\$6,030,000	\$360,296.94	6%
53	MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements [Various Locations]	\$1,700,000	\$659,211.34	39%
SUBTOTAL				\$105,160,000	\$2,536,973.99	1.61
PROJECT TYPE 4: Transit Projects						
54	LA8.4.2.02	Los Angeles City	DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements	\$2,000,000	\$0.00	0%
55	LA8.4.2.03	Los Angeles City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	\$1,500,000	\$0.00	0%
56	LA8.4.2.04	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	\$16,362,000	\$0.00	0%
57	LA8.4.2.05	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements (\$8,500,000 Allocated to Project Per MIP Sponsor Request) ²	\$24,888,000	\$0.00	0%
58	LA8.4.2.06	Los Angeles City	Huntington Drive Multi-Modal Transportation Improvements	\$17,000,000	\$0.00	0%
59	LA8.4.2.07	Los Angeles City	Valley Boulevard Multi-Modal Transportation Improvements (\$1,647,854 Allocated to Project Per MIP Sponsor Request) ²	\$35,747,854	\$0.00	0%
60	LA9.4.2.08	Los Angeles County	El Sol Shuttle Service Improvements	\$18,185,000	\$0.00	0%
61	LA9.4.2.09	Los Angeles County	Cesar Chavez Avenue Mobility Improvements	\$7,900,000	\$0.00	0%
62	LA9.4.2.10	Los Angeles County	Olympic Boulevard Mobility Improvements	\$6,750,000	\$0.00	0%
63	LA9.4.2.11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project	\$9,485,000	\$0.00	0%
64	LA9.4.2.12	Los Angeles County	Whittier Boulevard Mobility Improvements	\$8,250,000	\$0.00	0%
65	MR3.4.3.04	Pasadena	Transit Operations and Maintenance Facility	\$65,400,000	\$252.74	0%
SUBTOTAL				\$204,967,854	\$252.74	0.00
PROJECT TYPE 5: Active Transportation Projects						
66	LA8.5.2.02	Los Angeles City	El Sereno Active Transportation Project & Transit Connectivity Enhancements	\$6,000,000	\$0.00	0%
67	LA8.5.2.03	Los Angeles City	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements (\$6,500,000 Allocated to Project Per MIP Sponsor Request) ²	\$11,500,000	\$0.00	0%
68	LA9.5.2.04	Los Angeles County	Atlantic Boulevard Mobility Improvements	\$5,000,000	\$0.00	0%
69	LA9.5.2.05	Los Angeles County	East Los Angeles Mobility Hub Project	\$2,000,000	\$0.00	0%
70	LA9.5.2.06	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements	\$2,500,000	\$0.00	0%
71	LA9.5.2.07	Los Angeles County	East Los Angeles Vision Zero Enhancements	\$10,000,000	\$0.00	0%
72	LA9.5.2.08	Los Angeles County	Eastern Avenue Mobility Improvements	\$5,000,000	\$0.00	0%
73	LA9.5.2.09	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements	\$5,000,000	\$0.00	0%
74	LA9.5.2.10	Los Angeles County	LA County +USC Medical Center Mobility Improvements [Valley Boulevard Multi-Modal Transportation Improvements -Segment 1] ^{3,4}	\$27,304,000	\$0.00	0%
75		Los Angeles County	LA General Medical Center Infill Station Environmental Clearance Project ³	\$2,696,000	\$0.00	0%
76	LA9.5.2.11	Los Angeles County	Micro-Mobility Program and Infrastructure Improvements	\$2,500,000	\$0.00	0%
77	LA9.5.2.12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements	\$2,500,000	\$0.00	0%
78	MR2.5.3.01	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues)	\$20,840,000	\$0.00	0%
79	MR3.5.3.05	Pasadena	Greenways (4 Bike Boulevards - Wilson, El Molino, Sierra Bonita & Craig Avenues)	\$12,000,000	\$0.00	0%
SUBTOTAL				\$123,340,000	\$0.00	0.00
PROJECT TYPE 8: Parking Structures						
80	MR2.8.1.02	Monterey Park	Parking Structure, Multimodal Mobility Hub & Curbside Management Strategies	\$39,160,000	\$0.00	0%
SUBTOTAL				\$39,160,000	\$0.00	0.00
PROJECT TYPE 9: Multimodal Mobility Improvements						
81	MR3.9.3.06	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia)	\$75,100,000	\$0.00	0%

COUNT	MIP ID#	PROJECT SPONSOR	PROJECT NAME	APPROVED MIP FUNDS	EXPENDITURES TO DATE	COMPLETION TO DATE ⁵
82	MR3.9.3.07	Pasadena	Avenue 64 Complete Streets Program	\$1,800,000	\$0.00	0%
83	MR3.9.3.08	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue)	\$9,900,000	\$0.00	0%
84	MR3.9.3.09	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard)	\$4,800,000	\$0.00	0%
85	MR3.9.3.10	Pasadena	Orange Grove Mobility Improvement Program	\$5,400,000	\$0.00	0%
86		Alhambra	Alhambra Bicycle and Pedestrian Improvements Project [NEW]	\$14,550,000	\$0.00	0%
87		LA City	6th Street PARC & Transit Improvements Project [NEW] (\$2,000,000 Allocated per MIP Sponsor Request)	\$2,000,000	\$0.00	0%
SUBTOTAL				\$113,550,000	\$0.00	0.00
BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR CITY OF PASADENA				\$49,100,000	N/A	N/A
BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR CITY OF MONTEREY PARK				\$8,098,000	N/A	N/A
BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR LA CITY²				\$2,500,000	N/A	N/A
TOTAL APPROVED MIP FUNDING				\$1,026,510,000	\$4,889,883.65	N/A
NOTES: NO additional funds are being requested for the NEW projects. Funds were reallocated from previously approved MIPs or withdrawn MIPs as requested by the MIP Sponsors, in some cases.						
1- Funding for the NEW Alhambra Bicycle & Pedestrian Improvements Project was made available when the City decided to withdraw Fremont Avenue Traffic Improvements (Valley Blvd to Mission Road).						
2- Funding for the NEW LA City 6th Street PARC & Transit Improvements Project was made available when the City decided to withdraw three MIPs; and to modify scopes to reallocate funds from other MIPs for this new project.						
3- The scope was modified to allow funding (\$2,696,000) for the LA General Medical Infill Station Environmental Clearance Project. [These MIP funds were later replaced with MR 3% funds.].						
4- The balance of MIP funds (\$27,304,000) will go toward a joint LA City and LA County effort to improve transit service and accessibility to the medical center and campus [i.e., Valley Blvd Improvements Segment 1].						
The County has requested the LA County + USC Medical Center Improvements (Valley Blvd Multimodal Improvements) or the LA County MIP get transferred to LA City for management and implementation, as originally planned.						
5- Due to City staff shortages, some projects have been placed on pause leaving the completion to date percentage at 0%.						



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.

Metro



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.

NEW MOBILITY IMPROVEMENTS
PROJECT DESCRIPTIONS BY SPONSOR

ALHAMBRA: In response to community requests for more multimodal mobility options the following NEW project is being proposed.

Alhambra Bicycle and Pedestrian Improvements Project (Plan) – Project area encompasses 7.63 square miles, extending from the northeast border of Alhambra to the northern terminus of the Long Beach Freeway (I-710). The Plan builds upon the Alhambra 2019 General Plan objectives to create a multimodal transportation network that meets the needs of people walking, biking, taking transit, and driving.

Alhambra’s bicycle and pedestrian recommendations were developed pursuant to data collected and feedback from the community. In October 2022 a Public Input Map was made available and over 300 comments concerning some of the city’s busiest corridors (including Fremont Avenue, Valley Boulevard, Main Street, and Mission Road) were received. The Plan builds upon the 2021 Vision Zero Resolution to make the community safer by eliminating fatalities among people walking or biking. The Plan identifies eight priority pedestrian zone improvement locations and 20-40 miles of bikeway improvements. Since there are no existing bikeway facilities in Alhambra, the Plan not only addresses the community’s desire for more options, but also the growing interest of active transportation in Alhambra. Class IV separated Bikeways are on-street bikeways physically separated from motor vehicles with vertical elements such as bollards, planters, and curbs. Class IV separated bike lanes are recommended for the busiest corridors.

Preliminary Planning Level Cost Estimate: \$14,400,000

LA CITY: In response to community requests for recreational facilities and transit improvements the following NEW project that is under construction and being proposed for MIP funding.

Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project – PARC consists of a new 12-acre park underneath and adjacent to the Sixth Street Viaduct, spanning the Arts District on the west and the Boyle Heights community on the east. During the project’s conceptual design phase in 2017, community meetings have been held, along with multiple design workshops/focus meetings with youth and community leaders, both in-person and online, engagement was provided in English and Spanish. Over 1000 survey responses were received after the first two community meetings. The PARC will include over 300 new shade trees planted, walking/jogging paths, general landscaping, lighting, and irrigation. The \$2,000,000 in MIP funds will fund roadway improvements, such as crosswalks, sidewalks, and curb ramps. The PARC is currently under construction; has a two-and-a-half-year construction duration; and is projected to be completed in March 2026.

Construction Cost Estimate: \$2,000,000

NOTES:

1. No additional funds are being requested for the NEW projects. (Funds were reallocated from MIPs that were withdrawn by Sponsors.)
2. All estimates are preliminary planning level cost estimates or construction cost estimates subject to reevaluation based on more detailed scopes of work.

City of Alhambra

Office of the City Manager

May 14, 2024

Michelle Smith, Manager
 LAMTA Highway Program
 One Gateway Plaza, Pail Stop 99022-8
 Los Angeles, CA 90012

RE: Request to Replace Fremont Avenue Traffic Improvements (Valley to Mission) (Project No. MR1.1.2.01) in the amount of \$14.4 Million with Bicycle and Pedestrian Improvements

Dear Ms. Smith:

On behalf of the City of Alhambra, we appreciate the Los Angeles Metropolitan Transportation Authority (Metro) Board's decision (Motion 35) of February 24, 2022 clarifying eligible uses for SR-710 North Mobility Improvement Projects and providing for certain considerations including bikeway projects and pedestrian safety improvements, which align with the purpose and need of the 710 Project to effectively and efficiently accommodate regional and local travel while reducing congestion and minimizing environmental impacts related to mobile sources. By facilitating such flexibility, bikeway and pedestrian safety efforts encourage more active transportation and, consequently, create a more comprehensive transportation system suitable for Alhambra's current and future needs.

Motion 35 also enabled greater opportunity for communities to revise their scope of work or propose a replacement project if the jurisdiction can take advantage of the new eligible uses. Between 2022-2024, the City of Alhambra spent valuable resources developing its Bicycle and Pedestrian Improvement Plan. The Plan provides a framework of the City's active transportation enhancements over the next several years. As part of this Plan, the City can mobilize a Basic Bicycle Network (19.5 miles) or a Full Bicycle Network (42.6 miles) to help reduce congestion and improve safety. The Plan also addresses pedestrian improvements, with emphasis on traffic calming and barrier removal in eight priority zone locations to encourage more walking, reduce conflicts, and promote a healthier community.

On March 11, 2024, after considerable public engagement, review, and comment, the Alhambra City Council unanimously adopted Alhambra's first Bicycle and Pedestrian Improvement Plan. In addition, on May 13, 2024, the Council directed the immediate implementation of the Bicycle and Pedestrian Improvement Plan through a combination of the City's Measure R allocation under the 710 MIPs and other transportation and grant resources.



*Gateway
to the
San Gabriel Valley*

*111
South First Street
Alhambra
California
91801*

*626
570-5010*

*FAX
281-2248*

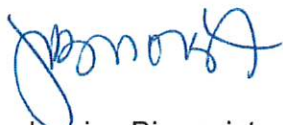


The total minimum amount of funds needed to implement Alhambra's Plan are \$29 million-- \$14 million, if implementing high comfort bike lanes plus \$15 million for various pedestrian enhancements including bulb outs, pedestrian crossings, and beacons at eight priority zone locations. The City will not be executing Fremont Project (MR 1.1.2.01); hence, there are \$14.4 million dollars currently available for the City to utilize for other eligible Measure R purposes. For the balance of the Plan's projects, the City will be utilizing (if awarded) other transportation dollars including funding from the Cal Trans Active Transportation Program and Safe Streets for All.

At this time, based on updated Measure R criteria received from Metro; the adoption of the City's Bicycle and Pedestrian Improvement Plan; City Council direction and Alhambra's intention to withdraw the Fremont Avenue Traffic Improvements Project, the City would like to respectfully request Metro's approval for Alhambra's Bicycle and Pedestrian Improvements Project from MIP funding under Alhambra's previously approved MIP allocation. As discussed with Metro staff on March 27, 2024 and April 3, 2024, this new active transportation project will yield a variety of community benefits, which details are summarized in the attachment herein and/or in Alhambra's Bicycle and Pedestrian Improvement Plan, which be viewed via the City's website at [https://www.cityofalhambra.org/DocumentCenter/View/5231/Alhambra plan-final-export-3_7_24-1](https://www.cityofalhambra.org/DocumentCenter/View/5231/Alhambra_plan-final-export-3_7_24-1).

We wish to thank you, of course, for hearing and responding to Alhambra's interests. As always, we look forward to our continued partnership with Metro and to executing these important community endeavors.

Sincerely,



Jessica Binnquist
City Manager
City of Alhambra

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MAYORDEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERINGTED ALLEN, PE
CITY ENGINEER1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213<http://eng.lacity.org>

March 5, 2024

Dear Michelle,

This letter is a formal request from the City of Los Angeles (City) to Metro to reprogram 710 Mobility Improvement Program (MIP) funds between existing 710 MIP projects, and establish funding for two new projects as further described below. Since Round 1 and Round 2 of the 710 MIP were adopted by the Metro Board on November 14, 2018 (Metro File #2018-0513) and September 26, 2019 (Metro File #2019-0245) respectively, the City has been working diligently to advance the implementation of a variety of projects that address the mobility needs of the residents and businesses of the City.

Please refer to the attached approved City Council Action to summarize the recommended changes.

As described above, this request includes programming 710 MIP funds to two new projects that were not included in the previous Metro Board Actions: the 6th Street PARC Street and Transit Improvements and the Colorado Boulevard. The other funds programmed for the 6th Street PARC project are 100% local, and the Colorado Boulevard project is in the construction phase, and as such, the City requests that the \$2,000,000 and \$2,500,000 allocated to these two projects be local funds, and not federal funds.

Should you have any questions, please do not hesitate to contact **Carlos Rios, Principal Transportation Engineer, at Carlos.rios@lacity.org**.

Sincerely,

Shirley Lau
Assistant Director
Bureau of Street Services

Kevin Minne
Acting Deputy City Engineer
Bureau of Engineering

MOTION

In 2017, the Los Angeles County Metropolitan Transportation Authority (Metro) eliminated the SR-710 North extension between Alhambra and Pasadena. Metro also directed funding to the development and implementation of mobility improvement projects on local arterials and at freeway local interchanges experiencing congestion as a result of the discontinuation of the freeway project. Within the City of Los Angeles, the funding is limited to projects in the communities of Northeast Los Angeles and El Sereno.

On March 5, 2019, the Council authorized the Department of Transportation (LADOT) and the Bureau of Engineering (BOE) to enter into a Memorandum of Understanding (MOU) with Metro in order to receive SR-710 North Gap Closure Project Mobility Improvement Projects Phase I funds for four projects (C.F. 19-0110).

On January 17, 2002, the Council authorized another MOU with Metro for the receipt of SR-710 North Gap Closure Project Mobility Improvement and Project Phase II funds for nine projects (C.F. 19-1566).

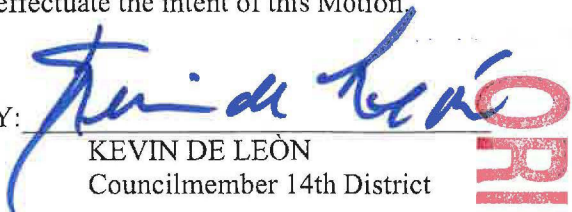
In order to move as many SR-710 North Gap Closure Project Mobility Improvement Projects forward as quickly as possible, it is critical to reallocate funds from the following projects and allocate that money to other projects, as follows:

- Deobligate \$2,000,000 from the Soto Street & Marengo Street Traffic Signal Enhancements (MIP #LA8.3.2.07) and cancel the project.
- Deobligate \$10,000,000 from the ITS & Technology - Traffic Signal Upgrades in El Sereno (MIP #LA8.3.1.03 and cancel the project.
- Deobligate \$9,147,854 allocated to the Soto Widening - Multnomah Street to Mission Road (MIP #LA8.1.1.07).
- Allocate \$6,500,000 to the Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements (MIP #LA8.5.2.03).
- Allocate \$8,500,000 to the 710 MIP - Eastern Avenue Multi-modal Transportation Improvements (MIP #LA8.4.2.05).
- Allocate \$1,647,854 to the Valley Boulevard Multi-modal Transportation Improvements (MIP #LA8.4.2.07).
- Allocate \$2,500,000 to a new project entitled Complete Streets Project for Colorado Blvd. in Eagle Rock (Call #F9123).
- Allocate \$2,000,000 to a new project entitled 6th Street PARC Street and Transit Improvements (C.F. 23-0074).

I THEREFORE MOVE that the Council AUTHORIZE the Bureau of Engineering and Bureau of Street Services to revise/develop Memorandum of Understanding (MOUs) with the Los Angeles County Metropolitan Transportation Authority for the deobligation and allocation of funds for projects identified in the body of this motion relative to SR-710 North Gap Closure Project Mobility Improvement Project (MIP) funds.

I FURTHER MOVE that the Bureau of Engineering and the Bureau of Street Services be authorized to make any technical corrections or clarifications to the above instructions in order to effectuate the intent of this Motion.

PRESENTED BY:


 KEVIN DE LEÓN
 Councilmember 14th District

SECONDED BY:



ORIGINAL



Metro

New State Route 710 North Mobility Improvement Projects (MIPs)



JULY 2024

FILE # 2024-0278

BACKGROUND & PROJECT AREA

- **PURPOSE:** Provide bus infrastructure, bikeway, and pedestrian improvements resulting from the adoption of the TSM/TDM alternative for the SR-710 project.
- **RELEVANT BOARD ACTIONS:** Approval of more than \$1B in MIP funds for eligible projects starting in 2020, subject to the availability of funds (Motion 29.1); Motion 35 to clarify MIP project type eligibility.
- **MIP SPONSORS:** Alhambra, LA City, LA County, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena.
- **MIP FUND SOURCES:** Measure R (MR), Congestion Mitigation and Air Quality, (CMAQ), Regional Improvement Program (RIP), and Surface Transportation Block Grant Programs (STBG) specifically for LA City and LA County.



STAFF RECOMMENDATIONS

CONSIDER:

- APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval in Attachment A.

- AUTHORIZING the Chief Executive Officer or their designee to:
 1. REALLOCATE funds from MIPs withdrawn by Alhambra and LA City to fund new projects recommended for Board approval in Attachment A.
 2. TRANSFER the project sponsorship for the LA County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City.
 3. ALLOCATE and program local funds for the new LA City MIP recommended for funding in Attachment A.



Overall MIP program budget and individual sponsor allocations remain intact due to MIP sponsor requests to reallocate and reprogram funds, and to replace, withdraw and/or combine previously approved MIPs.

*2 new projects were submitted by LA City; 1 is recommended for Board Approval.
1 new project was submitted by the City of Alhambra and is recommended for Board Approval.*



MIP Progress Summary by Project Type

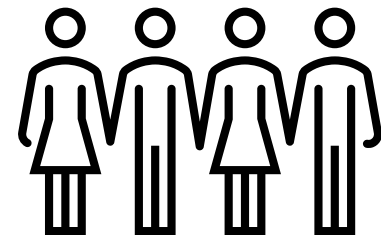
PROJECT TYPE & DESCRIPTION	EXPENDITURES TO DATE (\$)*	COMPLETION TO DATE (%)*
1- Local Street/Road & Freeway Interchange Mobility and Operational Improvements	\$1,452,793.80	0.13%
2-Local Street Intersection Improvements	\$899,863.12	0.20%
3-Intelligent Transportation Systems (ITS)/Signal Improvements	\$2,536,973.99	1.16%
4-Transit Improvements	\$252.74	0%
5-Active Transportation Improvements	\$0	0%
8-Parking Structure, Multimodal Mobility & Curbside Management Strategies	\$0	0%
9-Multimodal Mobility Improvements	\$0	0%



*Due to City staff shortages, some projects have been placed on pause leaving the completion to date percentage at 0%.

EQUITY PLATFORM

- The new Alhambra project will be included in one of the City's pedestrian priority zones, which are located near Equity Focus Communities (EFC) throughout the city to facilitate safe active transportation.
- The new PARC and Transit Improvements Project will provide better access to public transportation, bicycle corridors, and other modes for residents of EFCs in Boyle Heights, El Sereno, and City Terrace.
- Equitable outreach:
 - Alhambra hosted outreach meetings, community walks, walk and bike audits, pop-up events, community surveys, and a project website featuring a public input map focused on user experiences and routes. Engagement was provided in multiple languages including English, Spanish, Chinese, and Vietnamese.
 - LA City conducted extensive public outreach to solicit feedback regarding the design and programming of the PARC and Transit Improvements Project. Materials were provided in English and Spanish.



NEXT STEPS

- Staff will notify MIP sponsors of the Board's decision.
- Staff will work with the MIP sponsors to refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the Board's intent and direction, and to execute funding agreements.
- Staff will continue to assist in the delivery of all MIPs and provide biannual reports to the Board.

