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

File #: 2025-0841, **File Type:** Contract **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
APRIL 15, 2026

SUBJECT: I-605 CORRIDOR MULTIMODAL IMPROVEMENTS PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 10 to Contract No. AE333410011375 with Parsons Transportation Group, Inc. (PTG) to provide additional professional services needed to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project (I-605 CMIP) in the amount of $21,826,798, increasing the total contract value from $28,723,699 to $50,550,497 and, extend the period of performance from September 30, 2026, to December 30, 2028; and

B. EXECUTE Modification No. 10 to Contract No. AE5204200 with HDR Engineering, Inc. (HDR) to provide additional professional services that are needed to complete the environmental phase of the I-605 CMIP in the amount of $25,108,331, increasing the total contract value from $38,559,071 to $63,667,402 and extend the period of performance from September 30, 2026, to December 30, 2028.

ISSUE

At the January 2025 meeting, the Board approved staff's request to reinitiate work on the Project Approval and Environmental Documents (PAED) phase of the I-605 CMIP, consistent with the I-605 Corridor Improvements Project (CIP). Accordingly, both contracts that support the I-605 CMIP must be modified to update, revise, and complete the technical studies that support the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in alignment with the Board Motion 42 (Attachment A), which was introduced on October 22, 2020, by Directors Solis, Hahn, Garcia, Fasana, Garcetti, and Bonin. The contract modifications include the development of locally supported alternatives that minimize right-of-way impacts and include complete streets and multimodal improvements.

BACKGROUND

The current scope of the I-605 CMIP is the result of Metro and Caltrans combining two separate projects in the I-605 Corridor into one. The project is intended to improve safety and multimodal

mobility along the corridor, which currently experiences higher than average collision rates. From 2019-2023, there were a total of 4,335 collisions resulting in injury within the project study area, with 201 severe injuries and 48 fatalities[1].

In September 2015, Metro awarded Contract No. AE333410011375, PAED services to PTG for the I-605/I-5 Interchange Improvements Project (I-605/I-5). The project limits were between I-105 and Slauson Avenue on I-605, and from Florence Boulevard to Paramount Boulevard on I-5.

In June 2016, Metro awarded Contract No. AE5204200, PAED services to HDR for the I-605/SR-60 Interchange Improvements Project (I-605/SR-60). The project limits were along I-605 from Telegraph Road to the I-10 interchange, and along SR-60 from Santa Anita Avenue to east of Turnbull Canyon Road.

Both projects were funded via line 35 of the Measure R expenditure plan, “Interstate 605 Corridor ‘Hot Spots’ Interchanges.” The scopes of services for the two contracts were independent, except for coordination at the shared terminus at Slauson Avenue, and identified the limits of each project respectively. Similarly, two contracts were awarded to develop two separate EIR/EIS documents for the I-605/I-5 and I-605/SR-60 projects.

After the contracts were awarded, Caltrans District 7 determined that due to logical termini, the two projects had to be combined. This approach would ensure a comprehensive evaluation of potential environmental impacts and comply with the requirements of the National Environmental Policy Act (NEPA). The combined scopes would be pursued as one EIR/EIS but be retained as two separate contracts.

[1]Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center*, *University of California, Berkeley*. 2026

DISCUSSION

As part of Metro’s commitment to improving mobility and moving people efficiently across the corridor and in response to the Board’s action to reauthorize work on the I-605 CMIP, the contract modification approach would focus on multimodal transportation elements. Corridor cities expressed support for identifying multimodal projects from their existing planning documents that could serve as early action projects, led and funded by the cities through available grants. Project alternatives that incorporate multimodal improvements would be environmentally cleared with the flexibility to implement near-term components independently by local agencies. Each city would prioritize a multimodal project that aligns with local needs, and this phased approach would allow jurisdictions to pursue Measure R and Measure M funds - separately from highway funds - along with other funding sources. This strategy will help address local transportation goals more effectively. At the same time, the broader project would coordinate context-sensitive solutions with freeway upgrades focused on safety and moving people, improving connectivity between freeway ramps and local streets to support reducing traffic conflicts, and promoting safer, more efficient travel through the use of managed lane solutions like high-occupancy vehicle (HOV) lanes or ExpressLanes. The PAED phase will include an implementation study that will evaluate opportunities to phase the design and construction of the Project.

The requested contract modifications are necessary to complete the PAED phase of the Project for the revised alternatives and incorporate the multimodal projects for each corridor city. Additional resources are required to produce an EIR/EIS that incorporates the design refinements, revised project alternatives, integrated Transportation System Management/Transportation Demand Management (TSM/TDM) and multimodal elements, and supplemental outreach results that were developed as part of the Project following Motion 42.

Project Revised Alternatives

- Alternative 1: Existing conditions (No Build).
- Alternative 2: Incorporate multimodal and Transportation System/Demand Management (TSM/TDM) improvements throughout the corridor; convert the existing HOV lane to an ExpressLane.
- Alternative 3: Incorporate multimodal and TSM/TDM improvements throughout the corridor; convert the existing HOV lane to an ExpressLane and add an additional ExpressLane in each direction.
- Alternative 4: Incorporate multimodal and TSM/TDM improvements throughout the corridor; maintain the existing HOV lane and add an additional HOV lane in each direction.

Revenue Potential

The revised Alternatives 2 and 3 have the potential to generate toll revenue through the implementation of ExpressLanes. A Traffic and Revenue forecast study was conducted in 2019 for the original 2016 alternatives. According to the study, the original Alternative 3, which also included the conversion of the existing HOV lane to and ExpressLane and the addition of another ExpressLane, had the potential to generate net toll revenues of $14,896,000 by 2031 and $21,926,000 by 2040 (estimate is in 2019 dollars, based on the schedule of the original project alternatives prior to Motion 42). A new Traffic and Revenue forecast study will be developed as part of the PAED effort for the revised alternatives to provide updated estimates of the revenue potential of each alternative.

Project Management and Administration

Retention of both primes is necessary to maintain continuity of services for the Project. The existing contractors have worked on the Project since 2016, and their knowledge and the work that they have completed to date will allow for the most efficient completion of the PAED phase for the revised alternatives.

The consultant team compositions have been modified to reflect the holistic approach of the revised alternatives. The teams have added subconsultant firms specializing in complete streets, multimodal design, and community outreach-firms that were not part of the original team and whose expertise will enhance the project’s multimodal and complete streets design and community engagement and help align this project with Metro policies.

Completing the PAED phase of the Project will extend the project schedule for an additional 27

months. The revised project alternatives and added project elements will result in the need for additional project management activities and coordination by both HDR and PTG, resulting in increased administration and project management costs. The estimated cost for this work is $4,387,307.

Updated Engineering and Environmental Technical Studies

Developing the updated EIR/EIS will require previous engineering and environmental studies to be updated, revised, and in some cases redone, to reflect the revised alternatives and incorporated multimodal elements that were developed through the outreach and redesign efforts following Motion 42. These updates will require additional resources to complete.

Numerous engineering and environmental technical studies will require substantial revisions and additional technical work in order to meet compliance and permit requirements for several EIR/EIS items, and will likely result in increased costs due to the administrative and technical work required to comply with new requirements. The estimated cost for this work is $34,127,090.

The following engineering and environmental technical studies will be revised:

Engineering Studies and Draft Project Report	Environmental Technical Studies and Draft Environmental Document
• Existing Traffic Data and Forecasts • Traffic Forecast Models • Geometric Plans for Project Alternatives • Modified Access Report • Intersection Control Evaluation • Construction Staging/Traffic Handling • Value Analysis • Hydrology Studies • Storm Water Data Report • Highway Planting Design Concepts • Traffic Operational Analysis • Right of Way Data Sheet • Utility Impact Assessment • Multimodal Analysis • Relinquishment and Vacation Study • Coordinate Traffic Studies with Environmental Document • Life Cycle Cost Analysis • Materials Information • Geotechnical Information • Structures Advanced Planning Studies • High Occupancy Vehicle Study • Preliminary Transportation Management Plan • Concept of Operations	• Surveys and GIS Mapping for Environmental Studies • Right of Entry for Environmental Studies • Community Impact Analysis, Land Use, Growth Studies • Noise Study • Noise Abatement Decision Report • Visual Impact Analysis • Air Quality Study and Health Risk Assessment • Water Quality Assessment • Utilities and Emergency Service Study • Energy Studies • Summary of Geotechnical Report • ISA (Phase I) • Right-of-Way Relocation Impact • Location Hydraulic/Floodplain Analysis • River Impact Studies • Paleontology Studies • Cumulative Impact Assessment • Biological Assessment • Wetlands and Other Waters of the United States Studies • Natural Environment Study Report Archaeology Survey • Historical, Architectural and Archaeological Resource Studies • Historic Property Survey Report • Section 4f Evaluation

Multimodal and Complete Streets Framework Workshops

In May 2025, Metro staff began hosting workshops with cities along the I-605 corridor to establish a framework for integrating multimodal and complete streets enhancements into the project. These workshops aimed to guide the implementation of pedestrian, bicycle, and transit improvements and to gather local input on city-prioritized projects for consideration.

I-605 CMIP Corridor Jurisdiction Framework Workshops	
Stakeholder	**Meeting Date**
Pico Rivera	5/6/2025
Santa Fe Springs	5/7/2025
Norwalk	5/14/2025
Whittier	5/15/2025
San Gabriel Valley Council of Governments	5/19/2025
City of Industry	5/28/2025
El Monte	5/29/2025
South El Monte	5/29/2025
Downey	6/12/2025
LA County	6/18/2025
Baldwin Park	6/30/2025

The project alternatives will be environmentally cleared through a combined EIR/EIS, but in a parallel process, city-prioritized multimodal and complete streets projects will be separately cleared through exemptions/exclusions where possible. This process would enable these components to be independently implemented by local agencies through design and construction. Additionally, local agencies would be able to access Measure R, Measure M, and other funding sources for these projects separately from dedicated highway funds, expanding their potential funding pool and addressing local transportation needs more effectively. By coordinating context-sensitive solutions with freeway upgrades, the project aims to improve connectivity between freeway ramps and nearby local networks and promote safer travel.

Beyond the development of the EIR/EIS document for the corridor, the requested contract modifications include additional resources to allow for the analysis of these individual multimodal and complete streets components for each of the impacted corridor cities. The estimated cost for this work is $2,251,591.

Community Engagement and Coordination

Public feedback remains a vital part of the project's success. Moving forward, the project will prioritize highlighting key messages related to safety, multimodal transportation improvements, and transparent communication to emphasize that this project will not involve residential property acquisition or major freeway expansion, reflecting community input to date.

Following contract modifications, staff will begin updating technical studies and revising the engineering design, and developing a community engagement plan. Over the next year, staff will coordinate additional workshops with corridor cities to collaboratively refine multimodal and complete streets elements. These workshops will be followed by extensive community engagement activities that include meetings to share updated design concepts and gather public feedback, community pop-up events, interactive Project engagement tools like a website and mapping platform to provide project information and collect additional feedback, and a robust Community-Based Organization Partnership Program. The CBO partnership program will include up to 20 CBOs to facilitate engagement with communities along the corridor, conduct additional CBO led workshops and events, and lead door-to-door direct engagement efforts. These ongoing supplemental engagement efforts will entail specialized outreach services and will require additional resources. Additional small-group or neighborhood-specific meetings may also be held to ensure meaningful input from directly affected communities. Community-based organizations will be engaged to help facilitate the community outreach process for the project. Regular briefings will be conducted with local Cities and Council of Government partners as the Project moves forward. Staff will continue progressing toward the environmental document release, targeted for early 2027. The estimated cost for this work is $1,120,908.

The table below summarizes the cost estimate of $46,935,129 to complete the PAED phase of the Project:

Task	HDR	Parsons	Combined
Project Management	$2,239,737.00	$2,147,570.00	$4,387,307.00
Engineering and Environmental Studies	$17,657,215.00	$16,469,875.00	$34,127,090.00
Multimodal and Complete Streets Projects	$1,464,917.00	$786,674.00	$2,251,591.00
Community Engagement	$550,217.00	$570,691.00	$1,120,908.00
Other (Environmental Document Circulation, ODCs, etc...)	$2,996,245.00	$2,051,988.00	$5,048,233.00
TOTAL	**$25,108,331.00**	**$21,826,798.00**	**$46,935,129.00**

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on the safety of Metro's patrons, employees, or users of these facilities. Caltrans and local safety standards will be adhered to during the implementation of the proposed project improvements.

As heard in the community outreach meetings, postponing enhancements to the I-605 corridor could fail to address safety and multimodal concerns and further deteriorate traffic conditions that impact commuters and regional economic activity.

FINANCIAL IMPACT

The FY26 budget for I-605/I-5 and I-605/SR-60 is $7.0M and $5.0M, respectively. Both projects are included in the Complete Streets and Highways Program, Cost Center 4720, under Task No. 5.2.100, Account No. 50316 (Professional Services) under Project 461314 for I-605/I-5 and Project No 463314 for I-605/SR-60.

Since this is a multi-year project, the Chief Planning Officer and the Project Manager will be responsible for coordinating the programming and budgeting costs in future fiscal years.

Impact to Budget

The source of funds for this Project is Measure R (20%) Highway fund. The fund is not eligible for bus and rail operations.

The balance of $117,282,770 in Measure R Highway Capital funds programmed for the I-605 CMIP under Professional Services Contracts #AE5204200 and #AE333410011375 is available to cover the costs and contract modifications.

EQUITY PLATFORM

Approving the execution of the modifications of the contracts will support the potential benefits of the I-605 CMIP. Metro and Caltrans have engaged and will continue to engage all stakeholders and the affected parties throughout the duration of the environmental process for the I-605 CMIP, with an emphasis placed on underserved low-income minority populations, as well as the most impacted communities.

Parsons Transportation Group, Inc. (PTG) made a 27.25% Small Business Enterprise (SBE) and 3.03% Disabled Veteran Business Enterprise (DVBE) commitments on this contract. The current participation is 26.41% SBE and 2.03% DVBE, representing shortfalls of both the SBE and DVBE commitment of 0.84% and 1%, respectively. HDR Engineering made a 34.24% SBE and 3.06% DVBE commitment on the contract. The current SBE participation is 35.38%, exceeding the commitment by 1.14%, and a current DVBE participation of 2.09%, representing a 0.95% shortfall. The DVBE shortfalls are a result of the previous Board action to place the project on hold. This shortfall will be mitigated as the PAED phase progresses and DVBE firms are able to resume work.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit[2]. Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

Since the proposed project is located on the State Highway System, Caltrans serves as the California Environmental Quality Act (CEQA) lead agency. Under Senate Bill (SB) 743, lead agencies are required to assess VMT impacts for applicable projects. For this project, Metro will utilize the Transportation Analysis under CEQA (TAC), the Transportation Analysis Framework (TAF), and data from the California Statewide Travel Demand Model (CSTDM) to assess impacts on metrics such as VMT, rather than relying solely on traditional measures like traffic delay or congestion. This approach emphasizes emissions efficiency, multimodal transportation development, and sustainable land use planning.

This Board item will likely increase VMT in LA County. The TAC identifies that capacity-increasing projects like the I-605 CMIP that include the addition of through lanes, HOV lanes, or high-occupancy toll (HOT) separated interchange lanes (e.g. ExpressLanes), are typically expected to increase VMT. According to the TAF, these projects may induce travel through mechanisms such as:

- Route changes
- Mode shifts toward automobile use
- Longer and more frequent trips
- Increased dispersion of development

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods. The I-605 CMIP will include elements that aim to encourage mode shifts away from single-occupancy vehicles along the corridor by examining alternatives that promote carpooling and transit use through HOV and HOT lanes, along with the introduction of multimodal and complete streets elements.

Mitigation Considerations

Mitigation on the State Highway System is generally limited to on-site options under Caltrans' authority. Off-site measures often fall under the jurisdiction of the local land use authority, or in this case, Metro. Some off-site mitigation strategies that Metro will examine as part of the I-605 CMIP include:

- Complete streets enhancements
- Multimodal infrastructure (bike, pedestrian, and transit facilities)
- Park-and-ride lots
- Public education and incentive programs to reduce single-occupancy trips
- Intelligent transportation systems
- Bus efficiency and traffic management strategies
- Land use planning integration
- Cordon (area-based) pricing
- Parking management and pricing
- Employer-based transportation demand management

- VMT mitigation banks or exchanges
- VMT impact fee programs

Additionally, according to Caltrans VMT guidelines, lane conversions from HOV lanes to ExpressLanes - as proposed in the modified Alternative 2 - may be exempt from VMT mitigation requirements.

[2]Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

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

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

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommendations. However, this alternative is not recommended because the proposed corridor improvements (included in the 2020 Long Range Transportation Plan) reflect regional consensus on the importance of improving corridor mobility and safety. Further project delays could result in delays to the construction of vital safety enhancements for the I-605 corridor, and potentially impact the ability to pursue future grant funding for the project if completion of the PAED phase is delayed.

While advancing only one contract modification or deferring action until completion of the Decennial was discussed, neither option is recommended. Advancing a single contract modification would not satisfy the scope and commitments established under Motion 42.

Deferring project action until the Decennial process concludes would likely extend the schedule, increase costs, and risk the loss of critical funding opportunities for the I-605 Corridor Multimodal Improvements Project.

NEXT STEPS

Upon Board approval of the recommendations, staff will execute Modification No. 10 to Contract No. AE333410011375 with PTG for Project Approval and Environmental Documents (PA/ED) for the I-605/I-5 Interchange Project and Modification No. 10 to Contract No. AE5204200 with HDR for PAED for the I-605/SR-60 Interchange Improvement Project.

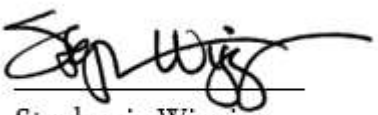
Staff will provide periodic updates to the Board on the progress of the PAED phase for the I-605 CMIP that is expected to be completed in early 2027, as well as the results of the additional workshops with corridor cities that will help define the project's multimodal elements.

ATTACHMENTS

Attachment A - Motion 42
Attachment B-1 - Procurement Summary
Attachment B-2 - Procurement Summary
Attachment C-1 - Contract Modification/Change Order Log
Attachment C-2 - Contract Modification/Change Order Log
Attachment D-1 - DEOD Summary
Attachment D-2 - DEOD Summary
Attachment E - I-605 CMIP Multimodal and Complete Streets Framework May 2025

Prepared by: Nathan Carlson, Principal Transportation Planner, Complete Streets and Highways, (213) 922-4951
Carlos J. Montez, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3241
Michelle Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrera, Deputy Chief Planning Officer, (213) 547-4322
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471
Marisa Perez, Deputy Chief Community Relations Officer, (213) 544-0188

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

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

Metro

Board Report

File #: 2020-0733, **File Type:** Motion / Motion Response **Agenda Number:** 42.

REGULAR BOARD MEETING
OCTOBER 22, 2020

Motion by:

DIRECTORS SOLIS, HAHN, GARCIA, FASANA, GARCETTI, AND BONIN

I-605 Corridor Improvement Project Build Alternatives

The I-605 Corridor Improvement Project seeks to modify and/or widen 16 miles of freeway including segments on the I-605, I-10, SR-60, I-5, and I-105 in the Gateway and San Gabriel Valley Subregions. The Project scope currently includes several alternatives that would build various combinations of additional auxiliary, general purpose, high-occupancy vehicle, and high-occupancy toll lanes along the corridor. Preliminary reports for the project suggest that hundreds of partial and full property acquisitions will be necessary in addition to hundreds of temporary and permanent easements, which would affect unincorporated communities as well as the cities of Baldwin Park, Industry, Pico Rivera, El Monte, South El Monte, Whittier, Downey, Norwalk, Santa Fe Springs. The Project alignment moves largely through disadvantaged communities experiencing housing and homelessness crises that have only been exacerbated by the ongoing pandemic.

On September 2, 2020, the Gateway Cities Council of Governments (GCCOG) sent a letter to Metro's Chief Executive Officer requesting to delay the release of the I-605 Corridor Improvement Project Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and to incorporate a local option alternative that reflects the Guiding Principles adopted by the SR-91/I-605/I-405 Corridor Cities Committee in October 2007. The GCCOG's Guiding Principles include a provision that new freeway construction, including the addition of lanes, should be confined to existing State right-of-way in order to preserve and enhance local economies and environments. In response to this letter and to concerns raised by other stakeholders, Metro has agreed to delay the release of the EIS/EIR until early 2021. However, the impacts anticipated for the Project necessitate a fresh look at the scope of work and the alternatives proposed.

California's transportation sector currently accounts for more than 50 percent of the state's greenhouse gas emissions, and vehicle ownership rates have significantly increased in the region over the last 30 years. According to a 2018 study from the UCLA Institute of Transportation Studies, the six-county region covered by the Southern California Association of Governments (Los Angeles, Orange, Riverside San Bernardino, Ventura, and Imperial Counties) added 1.8 million people and 456,000 household vehicles between 1990 and 2000 with an average of 0.25 vehicles per new

resident. The These numbers exploded to 0.95 vehicles per new resident between 2000 and 2015 when the region saw 2.3 million people and 2.1 million household vehicles added. Despite Metro's efforts to rapidly expand its transit network, vehicle miles traveled per capita have steadily climbed upwards throughout the county since 2010, and transit ridership across the state has been declining since 2012. Metro has put forth several efforts to restore and increase transit ridership and reduce greenhouse gas emissions including the ongoing NextGen initiative and the advancement of Twenty-Eight by 28' Pillar Projects. Per a motion written by Director Bonin last year, Metro is also working to align its highway program with the Executive Order issued by Governor Newsom in September 2019 which directed the California State Transportation Agency to realign its portfolio of construction, operations and maintenance projects to help reverse trends of rising fuel consumption and greenhouse gas emissions from the transportation sector. However, Metro must also begin taking on a wholistic, equity-based examination of its projects' scopes to ensure investments do not increase induced demand or work against existing greenhouse gas emissions reduction goals.

SUBJECT: I-605 CORRIDOR IMPROVEMENT PROJECT BUILD ALTERNATIVES

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Garcia, Fasana, Garcetti, and Bonin that the Board direct the Chief Executive Officer to report back to the Planning and Programming Committee in January 2021 with a status update and in April 2021 with a final report on suggestions for other I-605 build alternatives that consider:

A. An additional locally-supported alternative that minimizes right-of-way impacts and/or a stand-alone Transportation System/Demand Management (TSM/TDM) alternative similar to the TSM/TDM alternative put forth on the SR-710 North Project; and

B. A review of the project's purpose and need and its alignment with various local and state policies and plans related to equity, greenhouse gas emissions and vehicle miles traveled.

WE FURTHER MOVE that staff, including the Executive Officer of Equity and Race, engage with the San Gabriel Valley Council of Governments, the Gateway Cities Council of Governments, the I-5 Joint Powers Authority, the County of Los Angeles, corridor cities, and community stakeholders to develop this report. The release of the EIS/EIR should be further delayed until after the final report is received by the Metro Board.

PROCUREMENT SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENTS FOR THE I-605/I-5 INTERCHANGE PROJECT/ AE333410011375

1.	**Contract Number**: AE333410011375			
2.	**Contractor**: Parsons Transportation Group, Inc.			
3.	**Mod. Work Description**: Provide additional professional services to complete the environmental phase of I-605 Corridor Multimodal Improvements Project and extend the period of performance through 12/30/2028.			
4.	**Contract Work Description**: Project Approval and Environmental Documents (PAED) phase for the I-605/I-5 Interchange Improvement Project.			
5.	**The following data is current as of**: 10/16/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	9/24/2015	**Contract Award Amount:**	$20,697,227
	Notice to Proceed (NTP):	10/1/2015	**Total of Modifications Approved:**	$8,026,472
	Original Complete Date:	9/30/2019	**Pending Modifications (including this action):**	$21,826,798
	Current Est. Complete Date:	12/30/2028	**Current Contract Value (with this action):**	$50,550,497
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Carlos Montez		**Telephone Number**: (213) 547-4366	

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued to provide additional professional services to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project. This Modification will also extend the period of performance from September 30, 2026 to December 30, 2028.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 24, 2015, the Board awarded a 48-month firm fixed price Contract No. AE333410011375 to Parsons Transportation Group, Inc., for the Project Approval and Environmental Document for the I-605/I-5 Interchange Improvement Project in the amount of $20,697,227.

A total of nine modifications have been issued to date.

Refer to Attachment C-1 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis. The variance of 12.5% between the ICE and recommended amount is due to staff not accounting for the need of specialized firms to perform outreach, new environmental and engineering technical requirements. In addition, the project has a new number of local multimodal and complete streets projects that require coordination and evaluation with local jurisdictions along the I-605.

Proposal Amount	Metro ICE	Recommended Amount
$21,826,798	$19,402,245	$21,826,798

PROCUREMENT SUMMARY

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR THE I-605/SR-60 INTERCHANGE IMPROVEMENT PROJECT/AE5204200

1.	**Contract Number**: AE5204200			
2.	**Contractor**: HDR Engineering, Inc.			
3.	**Mod. Work Description**: Provide additional professional services to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project and extend the period of performance through 12/30/28.			
4.	**Contract Work Description**: Project Approval and Environmental Document for the I-605/SR-60 Interchange Improvement Project.			
5.	**The following data is current as of**: 10/16/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	6/23/2016	**Contract Award Amount:**	$33,660,430
	Notice to Proceed (NTP):	8/19/2016	**Total of Modifications Approved:**	$4,898,641
	Original Complete Date:	8/18/2020	**Pending Modifications (including this action):**	$25,108,331
	Current Est. Complete Date:	12/30/2028	**Current Contract Value (with this action):**	$63,667,402
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Carlos Montez		**Telephone Number**: (213) 547-4366	

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued to provide additional professional services to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project. This Modification will also extend the period of performance from September 30, 2026 to December 30, 2028.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 23, 2016, the Board awarded a 48-month firm fixed price Contract No. AE5204200 to HDR Engineering, Inc., for the Project Approval and Environmental Document for the I-605/SR-60 Interchange Improvement Project in the amount of $33,660,430.

A total of nine modifications have been issued to date.

Refer to Attachment C-2 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis. The variance between the ICE and recommended amount is due to staff not accounting for the need of specialized firms to perform outreach, new environmental and engineering technical requirements. In addition, the project has a new number of local multimodal and complete streets projects that require further coordination and evaluation with local jurisdictions along the I-605.

Proposal Amount	Metro ICE	Recommended Amount
$25,108,331	$24,311,277	$25,108,331

ATTACHMENT C-1

CONTRACT MODIFICATION/CHANGE ORDER LOG

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR THE I-605/I-5 IMPROVEMENT PROJECT/AE333410011375

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Supplemental work and extend the period of performance (POP) through 5/30/2021	Approved	10/18/17	$8,026,472
2	POP extension through 1/30/2022	Approved	5/18/21	$0
3	POP extension through 9/30/2022	Approved	1/27/22	$0
4	POP extension through 7/30/2023	Approved	9/6/22	$0
5	POP extension through 1/30/2024	Approved	5/10/23	$0
6	POP extension through 1/30/2025	Approved	4/19/24	$0
7	POP extension through 12/30/2025	Approved	2/21/25	$0
8	POP extension through 2/28/2026	Approved	12/4/25	$0
9	POP extension through 9/30/2026	Approved	2/9/26	$0
10	Supplemental work and extend the POP through 12/30/2028.	**Pending**	**Pending**	**$21,826,798**
	Modification Total:			**$29,853,270**
	Original Contract:		**9/24/15**	**$20,697,227**
	Total:			**$50,550,497**

ATTACHMENT C-2

CONTRACT MODIFICATION/CHANGE ORDER LOG

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT FOR THE I-605/SR-60 INTERCHANGE IMPROVEMENT PROJECT/AE5204200

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Supplemental work and extend the period of performance (POP) through 6/18/2021	Approved	10/26/17	$4,898,641
2	POP extension through 1/30/2022	Approved	5/18/21	$0
3	POP extension through 9/30/2022	Approved	1/27/22	$0
4	POP extension through 7/30/2023	Approved	9/6/22	$0
5	POP extension through 1/30/2024	Approved	5/9/23	$0
6	POP extension through 6/30/2025	Approved	4/19/24	$0
7	Supplemental work for additional design services tasks and extend POP through 12/31/2025	Approved	8/12/25	$0
8	POP extension through 2/28/2026	Approved	12/4/25	$0
9	POP extension through 9/30/26	Approved	2/9/26	$0
10	Supplemental work and extend the POP through 12/30/2028	**Pending**	**Pending**	**$25,108,331**
	Modification Total:			**$30,006,972**
	Original Contract:		**6/23/16**	**$33,660,430**
	Total:			**$63,667,402**

DEOD SUMMARY

I-605 CORRIDOR MULTIMODAL IMPROVEMENTS PROJECT / AE333410011375

A. Small Business Participation

Parsons Transportation Group (PTG) made 27.25% Small Business Enterprise (SBE) and 3.03% Disabled Veteran Business Enterprise (DVBE) commitments. Based on payments, the project is 87% complete and the current participation is 26.41% SBE and 2.03% DVBE, representing shortfalls of both the SBE and DVBE commitment of 0.84% and 1.00%, respectively. PTG contends that the current shortfalls are due to Metro putting the project on hold in October 2020, with the only recent activity being limited to community meetings. Metro's PM concurs with this explanation. PTG further contends that they will mitigate the shortfalls within 2 years of work restarting.

Small Business Commitment	**27.25% SBE 3.03% DVBE**	**Small Business Participation**	**26.41% SBE 2.03% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Arellano Associates, LLC	1.99%	1.97%
2.	D'Leon Consulting Engineers Corporation	0.39%	1.53%
3.	Earth Mechanics, Inc.	1.73%	2.17%
5.	GUIDA	6.13%	4.94%
6.	Lee Andrews Group (Substituted)	0.78%	
7.	Value Management Strategies, Inc.	0.16%	0.16%
8.	W K E, Inc.	15.18%	11.49%
9.	Wagner Engineering & Survey, Inc	0.89%	0.37%
10.	Galvin Preservation Associates Inc.	Added	2.45%
11.	NCM Engineering Corp	Added	1.32%
	Total	**27.25%**	**26.41%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Global Environmental Network Inc	1.54%	0.00%
2.	ZMAssociates Environmental Corp	1.49%	1.13%
3.	V. W. & Associates, Inc.	Added	0.90%
	Total	**3.03%**	**2.03%**

[1]Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

DEOD SUMMARY

I-605 CORRIDOR MULTIMODAL IMPROVEMENTS PROJECT / AE5204200

A. Small Business Participation

HDR Engineering made 34.24% Small Business Enterprise (SBE) and 3.06% Disabled Veteran Business Enterprise (DVBE) commitments. Based on payments, the project is 91% complete and the current participation is 35.38% SBE and 2.09% DVBE, exceeding the SBE commitment by 1.14% and representing a shortfall of the DVBE commitment by 0.97%. HDR contends that the shortfall is due to DVBE subcontractors only partially completing their scopes before a previous Board action placed the project, as concurred with by Metro's PM. HDR reported that when work commences, they estimate the shortfall will be mitigated by mid-year 2026.

Small Business Commitment	**34.24% SBE 3.06% DVBE**	**Small Business Participation**	**35.38% SBE 2.09% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Arellano Associates, LLC	1.45%	1.83%
2.	Civil Works Engineers	0.27%	0.24%
3.	D'Leon Consulting Engineers Corporation	0.19%	0.18%
4.	Earth Mechanics, Inc.	0.58%	0.55%
5.	Galvin Preservation Associates Inc.	10.87%	10.27%
6.	Geo-Advantec, Inc.	0.41%	0.39%
7.	GUIDA	2.04%	2.47%
8.	Intueor Consulting, Inc.	0.40%	0.49%
9.	T&T Public Relations, Inc	0.77%	0.77%
10.	Tatsumi and Partners, Inc.	0.52%	0.41%
11.	W K E, Inc.	16.74%	17.77%
	Total	**34.24%**	**35.38%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Cal Vada Surveying, Inc.	0.78%	1.32%
2.	Global Environmental Network Inc	1.20%	0.00%
3.	ZMassociates Environmental Corp	1.08%	0.77%
	Total	**3.06%**	**2.09%**

[1]*Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷Total Actual Amount Paid-to-date to Prime.*

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

I-605 Corridor Multimodal Improvement Project (CMIP)

Multimodal and Complete Streets Framework

Metro

EXECUTIVE SUMMARY

The multimodal and complete streets framework includes five components that will assist Metro and the partnering stakeholders to identify, plan, fund and implement mobility improvements that would improve the overall quality of life for Los Angeles County residents.

This multimodal and complete streets framework is the outcome of the I-605 Corridor Improvement Project (CIP) stakeholder and community re-engagement effort conducted in the summer of 2024. This effort solicited feedback from the community that initiated an effort to align the project's goals with Metro's broader mission, by presenting a compelling case for enhancements, such as optimized bus routes, transit integration and improved first/last mile connections.

Looking forward the I-605 CIP will be implementing infrastructure elements to improve mobility, health, safety and quality of life not only along the corridor, but also from a regional perspective. The I-605 Multimodal and Complete Streets Framework offers strategies related to mobility, accessibility and multi-modal transportation that incorporate components such as pedestrian and bicycle safety, intersection improvements, transit connectivity, and improved access to schools, parks and commercial centers along the corridor.

State assembly Bill 1358 requires cities to plan for complete streets in their general plans. Aligned with Metro's 2023 Active Transportation Strategic Plan, this document outlines a strategic approach to achieving multimodal and complete streets goals and requirements by integrating street elements that prioritize alternative modal options, ensuring seamless connectivity within the broader transportation system.

The framework will focus on five main components that will assist Metro, Caltrans the Gateway City Council of Governments (GCCOG), San Gabriel Valley Council of Governments (SGVCOG), local cities, and partners to identify, plan, fund and implement mobility improvements that would improve the overall quality of life for Los Angeles County residents.

The Five Components of this Framework Include:

1

Multimodal and Complete Street Goals

Includes project and community goals that serve as the primary basis for this planning effort.

2

Existing Conditions

Summarize the adopted planning documents such as General Plans, Specific Plans, and Bicycle Plans that set forth policy objectives, along with existing and planned resources and the existing corridor demographics.

3

Local Context

Provides a project overview, potential multimodal and complete streets improvement opportunities and other planned projects the project will coordinate with.

4

Stakeholder Outreach Approach

Provides a summary of the key project stakeholders and approach to stakeholder meetings.

5

Multimodal and Complete Streets Toolbox

Provides a summary of improvements the I-605 CIP and stakeholders can utilize to improve mobility such as transit enhancements and intersection improvements.

1 MULTIMODAL & COMPLETE STREETS GOALS

The Multimodal and Complete Streets Framework aims to better integrate the various modes of transportation people use to travel across the cities and how people access the places that are important to their everyday lives. The plan will assist Metro in the planning, design, construction, operation and maintenance of local and regional transportation networks. The I-605 CIP aims to improve connectivity to key destinations such as schools, parks and commercial centers, while reducing dependence on single-occupancy vehicles by integrating features like expanded bus and transit options, protected bike lanes, and pedestrian-friendly infrastructure.

This approach supports Metro's broader vision of sustainability and inclusivity, prioritizing seamless multimodal travel, reducing Vehicle Miles Traveled (VMT), improving air quality, and providing better access for underserved communities along the I-605 corridor. Throughout this process, continuous coordination with Metro, Caltrans and partnering cities will occur to ensure the multimodal goals are prioritized as part of the I-605 CIP.

The Multimodal and Complete Streets Goals	
Improve mobility and connectivity for all users in an equitable manner	Promote green space and a healthier community
Provide a safe, accessible and connected network for pedestrians and cyclists	Implement emerging technology elements
Improve travel time, reliability and convenience of transit	Support local land use planning with improved mobility options
Reduce Vehicles Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions	Reduce the urban heat island effect
Reduce local arterial travel and trips by improving the freeway corridor	Provide a freight transportation system that facilitates the effective transport of goods

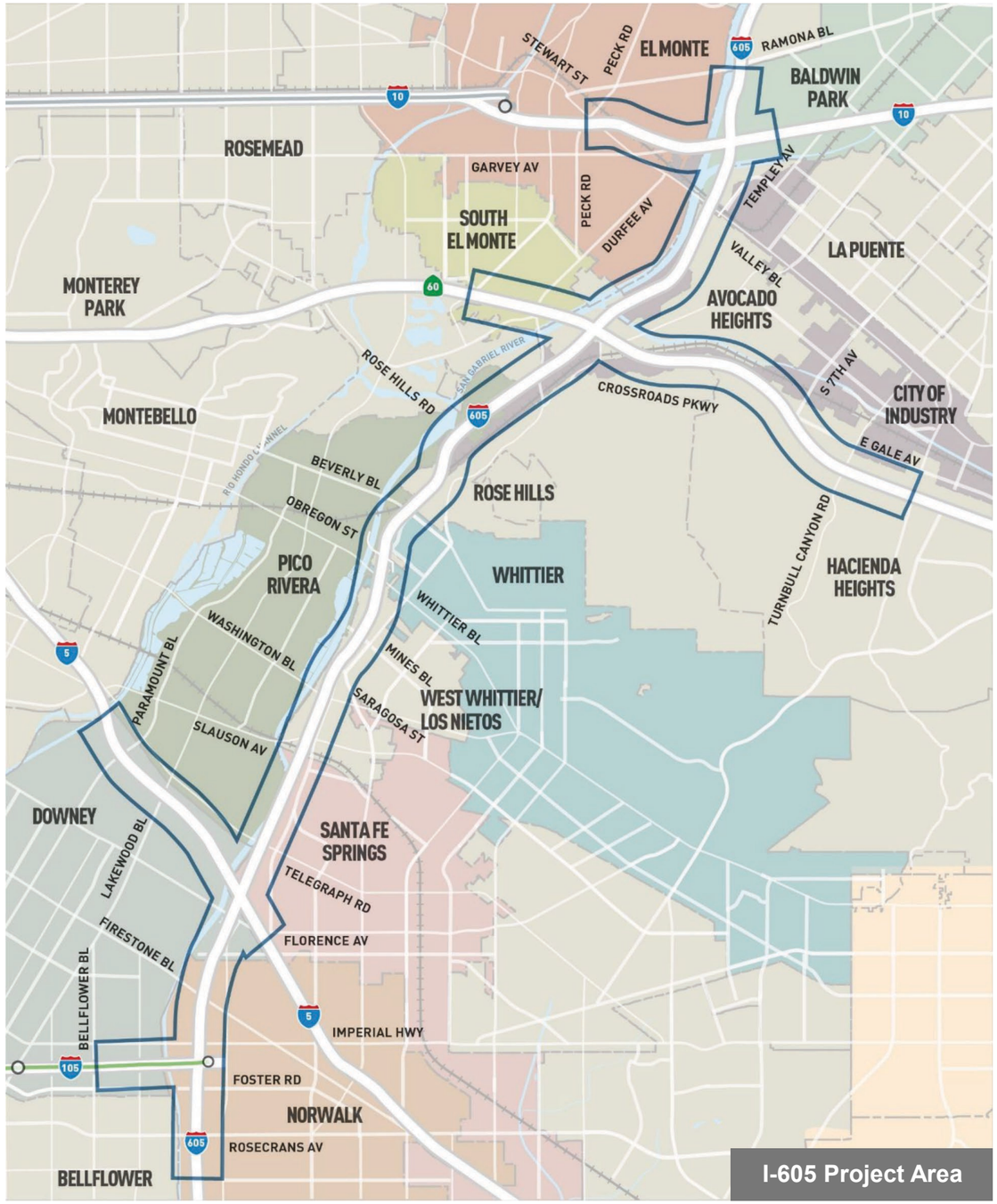
2 EXISTING CONDITIONS

Consistency with State and Regional Plans

Local municipal general plans provide the framework for land use within a given area and where future growth and development should be directed through land use designations, goals/policies and land use/zoning maps. State, regional, local and agency general plans were reviewed for relevant long-term visions and strategies for land use, transportation, and development along or near the I-605 corridor.

These plans can guide the I-605 CIP to align with local priorities like multimodal connectivity, sustainability, and equitable access to schools, parks, and hospitals. Referencing them ensures Metro integrates the I-605 CIP with existing frameworks and community-specific goals, potentially incorporating provisions like planned transit hubs or bike lanes. This allows the I-605 CIP to avoid redundancy, leverage prior investments, and address City specific needs.

The table on the following page summarizes the goals and policies included in the state and regional plans. Generally, the I-605 CIP is consistent with several goals and policies that call for improved traffic and circulation and increased multimodal options in that it would improve the existing highway infrastructure and ease congestion throughout the corridor by improving freeway operations, mobility, travel times, safety and the local and system interchange operations and connectivity.



EXISTING CONDITIONS

Consistency with State and Regional Plans

PLAN OR PROGRAM	ELEMENT OR CHAPTER	GOAL	POLICY
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Accessibility	Improve multimodal mobility and access to destinations for all users	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Economy	Support a vibrant, resilient economy	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Safety	Provide a safe and secure transportation system	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Quality of Life & Public Health	Enable Vibrant Healthy Communities	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Environment	Enhance Environmental health and reduce negative transportation impacts	
California Transportation Plan 2050	Our Transportation Vision, Goals and Objectives, Climate	Achieve statewide GHG emission reduction targets and increase resilience to climate change.	
2024 State Transportation Improvement Program	The State Transportation Improvement Program identifies future allocations of state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements		
Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020-2045 RTP/SCS)	Goals & Guiding Principles	Improve mobility, accessibility, reliability, and travel safety for people and goods	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Adapt to a changing climate and support an integrated regional development pattern and transportation network	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Increase person and goods movement and travel choices within the transportation system	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Reduce greenhouse gas emissions and improve air quality	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Adapt to a changing climate and support an integrated regional development pattern and transportation network	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Support healthy and equitable communities	
SCAG 2020-2045 RTP/SCS	Goals & Guiding Principles	Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	
2025 Federal Transportation Improvement Program	The FTIP is a 4-year program that lists all transportation projects that will be receiving federal funding in the SCAG region.		
Metro's 2010 Congestion Management Program	Annual Conformance Requirements	Implementation of the locally adopted CMP Transportation Demand Management (TDM) Ordinance	
Metro's 2010 Congestion Management Program	Annual Conformance Requirements	For all projects preparing an EIR, a regional transportation impact analysis is required to evaluate impacts of land use decisions on the CMP system	
SR-91/I-605/I-405 Congestion Hot-Spots Feasibility Report	The report was prepared to identify transportation projects that would minimize existing and projected congestion in the SR-91/I-605/ I-405 corridor		
Gateway Cities Strategic Transportation Plan	Mobility	Improve mobility	• Reduce vehicle miles traveled • Reduce vehicle hours traveled • Reduce vehicle hours of delay
Gateway Cities Strategic Transportation Plan	Mobility	Reduce congestion	Reduce delay per mile

2 EXISTING CONDITIONS

Consistency with State and Regional Plans

PLAN OR PROGRAM	ELEMENT OR CHAPTER	GOAL	POLICY
Gateway Cities Strategic Transportation Plan	Mobility	Improve travel times	Increase average vehicle speed
Gateway Cities Strategic Transportation Plan	Accessibility	Increase transit and active transportation options	Households within 0.5 mile of fixed-guideway transit
Gateway Cities Strategic Transportation Plan	Accessibility	Increase accessibility for low-income residents	• Low-income households within 0.5 mile of fixed-guideway transit • Low-income households within 0.25 mile of dedicated bikeway
Gateway Cities Strategic Transportation Plan	Safety	Reduce safety incidents and collisions	Address high-fatality and severe-injury collision locations
Gateway Cities Strategic Transportation Plan	Sustainability	Improve air quality	Reduce criteria pollutants
Gateway Cities Strategic Transportation Plan	Sustainability	Reduce greenhouse gas emissions	Greenhouse gas emissions reduced
Gateway Cities Strategic Transportation Plan	Sustainability	Increase Active Transportation	Increase bike/pedestrian trips
Metro's 2020 Long-Range Transportation Plan	Elements, Benefits & Priorities	Provide high-quality mobility options that enable people to spend less time traveling	
Metro's 2020 Long-Range Transportation Plan	Elements, Benefits & Priorities	Enhance communities and lives through mobility and access to opportunity	
Metro's 2010 Congestion Management Program	Annual Conformance Requirements	Following CMP transportation impact analysis guidelines for projects requiring an EIR as incorporated in the locally adopted CMP Land Use Analysis Program.	The geographic area examined in a transportation impact analysis must include, at a minimum, the following: all CMP arterial monitoring intersections, including freeway on- and off-ramp intersections, where a proposed project is expected to add 50 or more trips during either the weekday AM or PM peak hours (of adjacent street traffic) and mainline freeway monitoring locations where a project is expected to add 150 or more trips, in either direction, during either the weekday AM or PM peak hours.
Metro's 2023 Active Transportation Strategic Plan	Equity	Prioritized active transportation interventions in Equity Focus Communities (EFCs)	
Metro's 2023 Active Transportation Strategic Plan	Safety and Comfort	• Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts • Increased low-stress, high-quality facilities for bicycling, walking and rolling, and traffic calming improvements that support and protect the most vulnerable active transportation users • Increased opportunities to learn skills, build confidence, and enjoy bicycling, walking and rolling for community members	
Metro's 2023 Active Transportation Strategic Plan	Accessibility	Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings	
Metro's 2023 Active Transportation Strategic Plan	Connectivity	• Enhanced viability and competitiveness of multi-modal transportation options • Expanded countywide bicycle and pedestrian networks	
Metro's 2023 Active Transportation Strategic Plan	Sustainability	• Increased usage of walking and cycling for short trips • Expanded active transportation facilities in communities with the highest rates of pollution • Reduced transportation-related climate impacts	
LA County 2035 Mobility Plan	Safety First	• Roadway User Vulnerability • Complete Streets • Safe Routes to School	• Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user. • Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users. • Prioritize the safety of school children on all streets regardless of highway classifications.
LA County 2035 Mobility Plan	Access for All Angelenos	• Access for All • Transit Services • Multi-Modal Features • Regional Transit Connections	• Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes • Provide all residents…with affordable, efficient, convenient and attractive transit services • Support "first-mile, last-mile solutions" such as multi-modal transportation services… • Improve transit access and service to major regional destinations, job centers, and inter-modal facilities

2 EXISTING CONDITIONS

Existing and Planned Resources

Community facilities and services are important aspects of neighborhood identity and can be essential resources for the community. A review of the primary resources in the area such as parks and trails will determine the most significant locations where accessibility could be improved. This information will guide Metro in determining where multimodal and complete streets elements would benefit the communities most. For example, Safe Route to School and First/Last Mile improvements could be provided near schools, improving visibility, separating traffic flow and slowing the speed of travel.

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
San Gabriel River Trail	Los Angeles County Department of Parks and Recreation (LACDPR), Los Angeles County Department of Public Works (LACDPW), Los Angeles County Flood Control District (LACFCD), Southern California Edison (SCE), Southern Pacific Transportation Company, Unknown	Norwalk, Santa Fe Springs, Downey, Pico Rivera, South El Monte, El Monte	The San Gabriel River Trail (also known as the San Gabriel River Bike Path) is a regional bike path and multiuse trail that runs along the San Gabriel River from Azusa to Seal Beach. This bike path is multiuse and supports equestrian, biking, dog-walking, and hiking uses.
Foster Road Greenbelt	Norwalk and Caltrans	Foster Road at I-605	The Foster Road Greenbelt is a concrete multiuse trail that begins along the San Gabriel River (Mid) Trail and extends along Foster Road to Halcourt Avenue. The trail is landscaped and a rock dry streambed with a low pedestrian crossing. The trail is lined with park benches and is shaded.
Glazier Park	Norwalk	13200 Clarkdale Avenue	Glazier Park is approximately 1.19 acres and directly adjacent to I-605. The park includes an open green space with trees, playground, benches, basketball court, restroom facilities, and a walkway.
Unnamed Norwalk Park	Norwalk	Intersection of Excelsior Drive and Piuma Avenue	The park includes a parking lot for less than 10 vehicles, an open field with shade/trees, drinking fountain, and lighting.
New River Park	Norwalk La Mirada Unified School District	13432 Halcourt Avenue	This park is approximately 4.83 acres. The park includes an open green space with trees, a playground, a walkway, a barbecue pit, and restroom facilities.
Westside Park/Robert White Park	Norwalk	12120 Hoxie Avenue	This park is approximately 4.78 acres. The park features include an open green space with trees, basketball courts, benches, a playground, and a parking lot.
Lakeside Park	Norwalk	11620 Studebaker Road	Lakeside Park is approximately 4.04 acres. It has an open grass field with benches, two baseball fields, walkways, restroom facilities, and a playground.
Lake Center Athletic Park	Santa Fe Springs	11641 Florence Avenue	Lake Center Athletic Park is approximately 17.21 acres. The park includes a green space, walkways, baseball/softball fields, playing fields, and a parking lot.
Prescott Park	Santa Fe Springs	10529 Longworth Avenue	Prescott Park includes a green space with trees, benches, swings, and a playground.
Lakeview Park	Santa Fe Springs	10225 South Jersey Avenue	Lakeview Park is approximately 5.84 acres. The park includes a green space with trees, walkways, picnic areas, baseball/softball fields, basketball courts, handball courts, playing fields, a playground, and a wading pool.
Santa Fe Springs Community Garden	Santa Fe Springs	10211 Pioneer Boulevard	The park is located within the Santa Fe Springs Civic Center. The garden includes a tool shed, bathroom, barbecue, sink, and picnic area.
Soaring Dreams Plaza	Santa Fe Springs	11740 East Telegraph Road	The park is approximately 1.95 acres in size. The park includes a green space, walkways, and benches.
Davenrich Parkette / Longworth Parkette	Santa Fe Springs	Davenrich Street at Longworth Avenue and at Elgrace Avenue	The park includes two small green spaces that cover approximately 0.21 acre. The parkettes include a grassy area, picnic table, playground and park benches.
Santa Fe Springs Park	Santa Fe Springs, LACFCD, and Private Owners	10068 Cedardale Drive	Santa Fe Springs Park is approximately 9.08 acres. The park includes a green space, walkways, picnic areas with barbecue pits, baseball/softball fields, basketball courts, handball courts, playing fields, a playground, and a wading pool.

2 EXISTING CONDITIONS

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
Bradwell Parkette	Santa Fe Springs	Adjacent to the north of 9499 Bradwell Avenue	Bradwell Parkette is a 0.23-acre park. The recreational area includes a playground, with a jungle gym, a park bench, and swings.
Los Nietos Park	Santa Fe Springs	11143 Charlesworth Road	Los Nietos Park is approximately 11.79 acres. The park includes a green space with trees, walkways, formal picnic area, baseball/softball fields, basketball courts, handball courts, playing fields, playgrounds, and wading pools.
Santa Fe Springs Aquatic Center	Santa Fe Springs	10145 Pioneer Boulevard	This facility is an outdoor aquatic facility. The facility includes a pool with a depth of 7 feet, diving boards, restrooms, and seating areas.
The Club Youth Lounge	Santa Fe Springs	11740 Telegraph Road	The Club Youth Lounge is a youth lounge that provides after-school activities in a safe environment located at Town Center Hall.
Santa Fe Springs Activity Center	Santa Fe Springs	11155 Charlesworth Road	The Santa Fe Springs Activity Center includes a cardio and weight training area, two indoor racquetball courts, boxing training area, indoor basketball courts, and locker rooms.
Santa Fe Springs Athletic Fields	Santa Fe Springs	9730 Pioneer Boulevard	The Santa Fe Springs Athletic Fields are directly south of the Santa Fe Springs Activity Center. The facilities include baseball and softball fields, playing fields, and a playground.
Rio Hondo River Trail	LACFCD and State of California	Downey	The Rio Hondo River Trail is approximately 17 miles in length. Approaching I-5 from the south, the trail is a paved bicycle trail that traverses the west side of the Rio Hondo River and a paved equestrian trail along the west side of the river.
Independence Park	Downey	12334 Bellflower Boulevard	This park is approximately 9.25 acres. The park has an open green space with trees, walkways, benches, baseball fields, a playground, tennis courts, skate park, and restrooms.
Rio San Gabriel Park	Downey	9612 Ardine Street	This park is approximately 16.58 acres. The park has an open green space with trees, walkways, benches, baseball diamonds, a basketball court, picnic area, playground, dog park, and restrooms.
Wilderness Park	Downey, LACFCD, and SCE	10999 Little Lake Road	This park is approximately 18.45 acres. The park contains two lakes, walking and jogging trails, picnic tables and open green space.
Dennis the Menace Park	Downey	9125 Arrington Avenue	This park is approximately 5.77 acres. The park includes barbecues, benches, a community building, drinking fountains and open green space.
Treasure Island Park	Downey	9300 S Bluff Road	This park is approximately 3.72 acres. The park includes an open green space with a walkway, trees, picnic tables, and a playground.
Veterans Memorial Park	Commerce	6364 Zindell Avenue	This park is approximately 9.73 acres. The park includes a baseball field, basketball field, volleyball courts, and a kids' wading pool.
Columbia Memorial Space Center and Discovery Sports Complex	Downey	12400 Columbia Way	Discovery Sports Complex is approximately 8.65 acres. The park includes open green space with trees, walkways, baseball fields, playing fields, and restrooms.
Whittier Greenbelt Trail	Whittier	Pioneer Boulevard and Flora Drive	This is a 4.7-mile (approximate) trail. The trail is accessible for wheelchairs, bicyclists, inline skating, and pedestrians.
San Gabriel Spreading Grounds Trail	LACFCD	Along the western bank of the San Gabriel River, between Washington Boulevard and Whittier Boulevard in the City of Pico Rivera	This is a 2.77-mile (approximate) multiuse trail, surrounded by open space. Uses of this trail include bike riding, horseback riding, walking, and hiking.
Proposed Equestrian Trail 1 (planned)	Pico Rivera	Pico Rivera	The City of Pico Rivera plans to implement a trail for equestrian use along San Gabriel River Parkway and Springland Drive.
Pico Rivera Equestrian Trail	Pico Rivera	The trail goes around the San Gabriel River Trail in the City of Pico Rivera	This is a 3.45-mile (approximate) trail. The trail primarily serves as an equestrian trail, but can also be used for cycling, walking, or jogging.
Pico Rivera Municipal Golf Course	Pico Rivera	3260 Fairway Drive	Pico Rivera Municipal Golf Course is a 9-hole executive course. The golf club features a covered driving range, two putting greens, pro-shop, café, and banquet facilities.
Obregon Park	Pico Rivera	3298 Sandoval Avenue	Obregon Park is a neighborhood park measuring less than one acre. The park includes open green spaces, with trees, benches, and a walking path.
Riverview Park	Bellflower	10510 Somerset Boulevard	Riverview Park is approximately 16.2 acres. The park includes green space, bike trail, walking path, a California native plant demonstration garden, and a parking lot.

2 EXISTING CONDITIONS

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
Byron Zinn Park	Bellflower	10350 Foster Road	The Byron Zinn Park is approximately 3.1 acres. The park includes open green space with trees, benches, and a walking path.
T Mayne Thompson Park	Bellflower	14001 Bellflower Boulevard	This park is approximately 12.87 acres. The park includes open green space with trees, benches, a walking path, picnic area, indoor/outdoor swimming pools, softball fields, full-court gymnasium, playground and barbecues. The park houses the Bellflower Aquatic Center.
Rivera Park	Pico Rivera	9530 Shade Lane	Rivera Park is approximately 15.04 acres. The park includes an open green space with walking paths, an indoor gymnasium, a multipurpose auditorium, playground, drinking fountains, benches, picnic area with barbecues, sports fields, batting cages, and restrooms.
Whittier Boulevard Greenbelt	Whittier	10709 Whittier Boulevard	Whittier Boulevard Greenbelt includes a 0.2-mile strip of green space along Whittier Boulevard northwest of Norwalk Boulevard.
Pío Pico State Historic Park	California State Parks (located in Whittier)	6003 Pioneer Boulevard	Pío Pico State Historic Park is approximately 5 acres. The historical site offers guided tours, interpretive exhibits, and family programs. The park also includes restrooms, water fountains, and a parking lot.
Guirado Park	Whittier Area Chamber of Commerce	5760 Pioneer Boulevard	Guirado Park is approximately 3.3 acres. The facility includes an open green space, benches, picnic tables, barbecues, restrooms, a playground and sports fields.
Amigo County Park	LACDPR (located in West Whittier-Los Nietos)	5700 Juarez Avenue	Amigo County Park is approximately 4.13 acres. The park has an open green space with sports fields, playground, community center, picnic tables, barbecues, picnic shelters, and restrooms.
Veterans and Ladies Auxiliary Park	Pico Rivera	9325 Garth Gardner Lane	A 0.7-acre Neighborhood Park with playground equipment and seating benches.
Pico Park	Pico Rivera	9528 Beverly Boulevard	Pico Park is approximately 17 acres. The park includes an open greenspace with facilities, which include an indoor auditorium, sports fields, and walking paths.
Sycamore Canyon Open Space	City of Whittier (managed by the Puente Hills Habitat Preservation Authority) (located in North Whittier)	5020 Workman Mill Road	Sycamore Canyon is located approximately 0.35 mile east of I-605. The preserve includes hiking trails and other passive recreation.
Puente Hills Landfill Park (planned)	LACDPR	Puente Hills Landfill	The Puente Hills Landfill Park Master Plan is a long range master plan to develop a portion of what was formerly the largest landfill in the western United States into a regional park, providing recreation and open space for County of Los Angeles residents.
Pico Rivera Sports Arena and Bicentennial Park	U.S. Army Corps of Engineers (long term lease with the City of Pico Rivera)	11003 Rooks Road (located in Pico Rivera)	Pico Rivera Sports Arena and Bicentennial Park includes approximately 60 acres of open space. The park area supports the Pico Rivera Sports Arena. The open space area includes trees and benches and is most commonly used to hold outdoor concerts.
Mines Avenue and Dunlap Crossing Road- Class I Bike Path (planned)	Pico Rivera	Over the San Gabriel River from Mines Avenue to Dunlap Crossing Road	The City of Pico Rivera is currently securing grant funding from the Active Transportation Program and Urban Greening to start the project, and conceptual plans have been developed.
Bellflower Aquatic Center	Bellflower	14001 Bellflower Boulevard	The Bellflower Aquatic Center includes a weight room and a large indoor/outdoor pool.
Formalization of Equestrian in channel trail crossing	Watershed Conservation Authority	Whittier Narrows	Formalization of Equestrian in channel trail crossing is a project planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*.
Rio Hondo San Gabriel River Trail Connector	Los Angeles County	Whittier Narrows	This is a 1.46-mile trail that connects the Rio Hondo River Trail to the San Gabriel River Trail.
San Gabriel River Eastern Bank Trail	LACDPR	I-605 and Valley Boulevard Intersection	This is a multiuse trail approximately 4 miles long that provides a connection to the San Gabriel River Trail.
Class I Bike Path through Lario Creek to Legg Lake (planned)	Watershed Conservation Authority	Whittier Narrows	A Class I Bike Path was constructed through Lario Creek as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*.
Hardened Pedestrian Path adjacent to Equestrian Trail from Peck Road to Horseman's Park (planned)	Watershed Conservation Authority	Whittier Narrows	This is a project planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan.* This project will provide an improved network of linear greenways, parks, and multiuse trails.
Schabarum-Skyline Trail	LACDPR, SCE, and Union Pacific Railroad	Industry	Schabarum-Skyline Trail is 29.94 miles in total. The trail supports equestrian, biking, dog-walking, and hiking uses.

2 EXISTING CONDITIONS

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
Lario Creek Multi-Use Trail	Watershed Conservation Authority	Whittier Narrows	Lario Creek Multi-Use Trail was constructed as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan.*
Metrolink Right-of-Way Bike Path (planned)	Los Angeles County	South El Monte	The Metrolink Right of Way Bike Path is planned as part of the San Gabriel Valley Regional Bicycle Master Plan.
San Jose Creek Trail	LACDPR	Industry	The San Jose Creek Trail is 2.6 miles in length, extending from I-605 to 7th Avenue. This trail supports equestrian, biking, dog-walking, and hiking.
Extension of the San Jose Creek Bike Trail to the San Gabriel River Bicycle Trail (planned)	Watershed Conservation Authority	Industry, Avocado Heights	This trail was planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*. The 2.6-mile trail connects users to the San Gabriel River Eastern Bank trail
Avocado Heights Trail	LACDPR	Trailhead is located at the Larkport Avenue and 4th Avenue Intersection	Avocado Heights Trail is approximately 3.60 miles long. The trail supports equestrian, biking, dog-walking, and hiking uses.
Equestrian Trail (planned)	Watershed Conservation Authority	Avocado Heights	Equestrian Trail was planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*. The trail would be ideal for equestrian use, but also friendly to use for biking, hiking, and dog-walking.
California Country Club	Investor-owned private club	1509 Workman Mill Road (located in the City of Industry, but has a Whittier address)	The California Country Club facility includes a 6,804-yard course. The club has a pro shop and café on site and offers clinics and playing lessons.
Whittier Narrows Equestrian Center	LACDPR	12191 Rooks Road (located in Whittier Narrows)	Whittier Narrows Equestrian Center offers rental horse boarding and corral facilities.
Blackwill Equestrian Park	Los Angeles County	10149 Rooks Road	Blackwill Equestrian Park is an 8.4 acre facility features two arenas, horse drinkers and ties, and picnic tables.
Thienes Gateway Park	South El Monte	Thienes Avenue and San Gabriel Valley River	Thienes Gateway Park is located on Thienes Avenue, near the San Gabriel River Trail. The pocket park includes an open green space with a paved walkway.
The Duck Farm River Park (planned)	Watershed Conservation Authority and Los Angeles Department of Water and Power (LACFCD has jurisdiction over a portion of the planned park)	255 San Fidel Avenue	The Duck Farm River Park, a planned project part of the Emerald Necklace, extends along a 1-mile stretch east of the San Gabriel River. The Duck Farm River Park project is approximately 31 acres. The park will include a 1.5-mile trail loop, river outlook, a demonstration garden, interpretive stations, and picnic areas.
San Angelo Park	LACDPR	245 South San Angelo Avenue (located in Avocado Heights)	San Angelo Park is approximately 8.66 acres. The park includes green space, sports fields, playground, community center, fitness zones, picnic tables, restrooms, splashpads and after-school programs.
Whittier Narrows Recreation Area	LACDPR	750 Santa Anita Avenue	Whittier Narrows Recreation Center is a 1.49 acre park. The facility includes baseball fields, children's' playground, fitness zones, picnic tables, restrooms, soccer fields, barbecues, BMX track, boat rentals/boating areas, civic arts, community garden, community center, disc golf courses, equestrian center/trails/staging areas, and fishing lakes.
Shiveley Park	South El Monte	1431 North Central Avenue	Shiveley Park is approximately 5.68 acres. The park includes open green space with trees, sports courts and a playground.
South El Monte Skate Park	South El Monte	1530 Central Avenue	The South El Monte Skate Park is a public skate park.
New Temple Park	South El Monte	1450 Lidcombe Avenue	New Temple Park is approximately 5.68 acres. The park has an open green space with trees, basketball courts, baseball courts, playground, and restrooms.
Whittier Narrows Nature Center	LACDPW and U.S. Army Corps of Engineers	1000 Durfee Avenue (located in Whittier Narrows)	The nature center supports hiking, walking, seasonal events, photography, bird watching, naturalists' docent trainings, Junior Ranger Programs, and nature day camps.
San Jose Creek Overlook	Los Angeles County	Workman Mill Rd and Lacewood Drive	The San Jose Creek Overlook is a 2.98-acre site. The overlook runs parallel to the San Jose Creek multiuse trail.
Equestrian Park and Staging (planned)	Watershed Conservation Authority	Avocado Heights	Equestrian Park and Staging was planned as part of the Master Plan for the *Emerald Necklace Feasibility Study and Implementation Plan*. The park includes an equestrian facility.
Los Robles County Park	Los Angeles County	14906 Los Robles Avenue (located in Hacienda Heights)	Los Robles County Park is approximately 5 acres. The park includes a green space with basketball courts, a playground, restrooms, barbecues, a group picnic shelter, outdoor stages, picnic tables, and splashpads.
Manzanita Park	LACDPR	1747 Kwis Avenue (located in Hacienda Heights)	Manzanita Park is approximately 12.12 acres. The park has a green space that includes sports fields, a playground, a community center, group picnic shelters, picnic tables and restrooms.

Parks and Recreational Resources

RESOURCE NAME	OWNER	LOCATION	DESCRIPTION
South El Monte Aquatic Center	El Monte	1500 Central Avenue	South El Monte Aquatic Center is an outdoor aquatic center that offers recreational swimming, lap swimming, swimming lessons, and swim team.
South El Monte Community Center	El Monte	1530 Central Avenue	The South El Monte Community Center includes a gymnasium, sports courts, and a senior center.
Hacienda Heights Community Center	Hacienda La Puente Unified School District	1234 Valencia Avenue	Hacienda Heights Community Center includes open space, a recreation center, a jungle gym, a basketball court, walking trails, fitness stations, and picnic tables.
Walnut Creek Bike Path (planned)	Watershed Conservation Authority	Baldwin Park	Walnut Creek Bike Path is a planned trail connection between the planned Duck Farm and the Walnut Creek Nature Center via Walnut Creek Trail.
Caltrans Right-of-Way Open Space and Trail (planned)	Caltrans	Baldwin Park	The San Gabriel River Corridor Master Plan identifies an open space and recreational trail.
Tony Arceo Memorial Park	El Monte	3125 Tyler Avenue	Tony Arceo Memorial Park is approximately 3.39 acres. The park includes an open green space with walkways, trees, picnic tables, playground, and restrooms.
Zamora Park	El Monte	3820 Penn Mar Avenue	Zamora Park is approximately 4.48 acres. The park includes green space, picnic tables, basketball courts, playground, community center, and restrooms.
Barnes Park	Baldwin Park	3251 Patritti Avenue	Barnes Park is approximately 6.57 acres. The park includes green space, barbecues, basketball courts, picnic shelters, a playground, splashpad, athletic field, and fitness zone.
Walnut Creek Nature Park	Baldwin Park	701 Frazier Street	Walnut Creek Nature Park is approximately 4.56 acres. The park includes green space with trees, benches, restrooms, and a playground.
Roadside Park	Baldwin Park	Dalewood Street and Leorita Street	Roadside Park includes a sliver of green space.
Unnamed City Park	El Monte	San Gabriel River Trail and Ramona Boulevard	The unnamed city park is 0.24 acre (approximate). The park includes trees and a grassy area.
El Monte Community Center	El Monte	3130 Tyler Avenue	The El Monte Community Center is a community facility open to the public for events and meetings. Numerous schools, community organizations, county agencies, and nonprofit organizations use the facility center.
Jack Crippen Multipurpose Senior Center	El Monte	3120 Tyler Avenue	The Jack Crippen Multipurpose Senior Center offers nutritional programs, clubs, and social services. The facility includes a gymnasium, television room, computer room, and a billiards room.
El Monte Aquatic Center	El Monte	11001 Mildred Street El Monte	The El Monte Aquatic Center includes an outdoor swimming facility with a pool and waterslide and an indoor swimming pool with diving boards.
Taiwanese American Affiliated	Private	3711 Cogswell Road	Taiwanese American Affiliated is a cultural senior citizens center.

Sources: GPA 2020

LACDPR = Los Angeles County Department of Parks and Recreation; LACDPW = Los Angeles County Department of Public Works; LACFCD = Los Angeles County Flood Control District; SCE = Southern California Edison; I-105 = Interstate 105; I-605 = Interstate 605; I-5 = Interstate 5; SR-60 = State Route 60

2 EXISTING CONDITIONS

Demographics and Equity

Regional population characteristics, housing characteristics, and neighborhoods contribute to the discussion of population and housing. An important aspect of community character is community cohesion. Community cohesion is defined as the degree in which residents have a sense of belonging to their neighborhood, a level of commitment of the residents to their community, or a strong attachment to neighbors, groups, and institutions, usually due to continued association over time. Communities that surround the I-605 corridor generally exhibit characteristics of high community cohesion and strong community character.

Communities, including all cities, surrounding the project area are predominantly composed of individuals who self-identity as Hispanic or Latino. In addition, several surrounding communities include Asian populations or Black/African American populations that are meaningfully greater than that of Los Angeles County. All the cities and unincorporated communities within the project study area had a minority population greater than 50 percent of the total population. Some groups within the study area contain populations who qualify as low-income and are below the very low-income threshold.

The primary land uses in the project study area includes residential (single and multi-family housing) and commercial businesses. Freeways in the I-605 corridor provides access for residents and commuters to these local entities. The I-605 corridor is expected to continue being a primary transportation route for the region. Although, most people in the project study area work in the city/county where they reside, automobiles are the preferred method of transportation. Most residents commute an average of 30 minutes for work, relying on these freeways (I-605, I-105, I-5, SR-60, and I-10) to meet their transportation needs.

Primary Journey to Work for the Region

(2018 – 2022 ACS)

76% Drove Alone	**12%** Carpooled	**3%** Took Public Transportation	**2%** Took a Bus or Trolley Bus	**0%** Took Light Rail or Streetcar
0% Took a Subway or Elevated	**0%** Took a Long-Distance Train	**0%** Bicycled	**1%** Walked	**7%** Worked at Home

Source: American Community Survey, US Census

The I-605 corridor has a high percentage of single passenger vehicles and heavy -duty commercial truck traffic for goods movement, given I-605 is considered a freight corridor. While the primary modal choice in the corridor is currently single-occupancy vehicle use, prioritizing pedestrian, bicycle and transit modes could increase the desirability of alternative transportation. It is also important to consider that modal choice may be driven by the lack of infrastructure supporting specific options. Metro's Multimodal and Complete Streets Framework focuses on providing safe roadway access to all modes and users, contributing to healthier, more equitable communities.

3 LOCAL CONTEXT

Project Overview

I-605, also known as the San Gabriel Freeway, is a major north-south interstate highway in the greater Los Angeles area of Southern California. The I-605 CIP study area includes the portion of I-605 approximately 1.5 miles south of the I-105 interchange (at Fairton Street) to approximately 0.5 mile north of the I-10 interchange, approximately 15 miles along I-605, and includes portions of the cities of Baldwin Park, Downey, El Monte, Industry, Norwalk, Pico Rivera, Santa Fe Springs, South El Monte, and Whittier, as well as unincorporated areas of Los Angeles County. At the freeway-to-freeway interchanges, the project study area also extends west and east of the I-605 mainline; from Bellflower Boulevard to Studebaker Road on I-105, one mile south of Florence Avenue to the Rio Hondo Channel on Interstate 5 (I-5), from Santa Anita Avenue to 0.5 mile east of the Turnball Canyon Road undercrossing on SR-60, and from Peck Road to the Amar Road overcrossing on I-10.

I-605 is considered an integral part of Southern California's freeway network, providing connections to urban centers in Los Angeles, Orange, Riverside, and San Bernardino counties. Multimodal travel allows users to increase their travel options while reducing Vehicle Miles Traveled (VMT), greenhouse gas emissions and congestion on the state highway system. Prioritizing alternative modes of transportation improves the livability, health and equity of nearby communities. The following will be evaluated to improve the reliability of pedestrian, bicycle and transit users throughout the corridor.

Metro's I-605 CIP Goals:

- ***Improve operations and safety***
- ***Enhance mobility and regional connectivity***
- ***Increasing person throughput via carpooling, transit and multimodal use***
- ***Avoid residential displacements by accommodating the design mostly within the Caltrans-owned right of way (ROW).***

3 LOCAL CONTEXT

Transit & Bus Service

Public transportation service is provided by Metro and various city operated transit lines, as noted below. Metro provides both local and rapid bus service as well as light rail service and commuter rail, in the project study area. Many of the bus and rail routes within the project study area cross or intersect with the freeways included in the project. Transit is an important component in providing mobility and modal options for the public, particularly households with limited to no access to autos.

Service	Line	Route
Metro Bus	**577**	E/W along I-10 from Santa Anita Ave to I-605
		N/S I-605 from I-10 to Imperial Ave
Metro Rail	**Green "C" Line**	N/W from Norwalk to Aviation/Century in Los Angeles, additional final stop at LAX/Metro Transit Center
		S/E from Aviation/Century in Los Angeles until the planned LAX travel stations is finished, in Norwalk
Foothill Transit	**Silver Streak**	E/W along I-10 throughout Project Limits
	274	N/S along Workman Mill (East of I-605) from Beverly Blvd to San Bernardino Ave (North of I-10)
	282	E/W along Valley Blvd (East of I-605)
	194	E/W along Valley Blvd (East of I-605)
	178	E/W along Valley Blvd (North of I-10)
Montebello Bus Lines	**50**	E/W along Washington Ave
	60	E/W along Whittier Blvd
	40	E/W along Beverly Blvd
Norwalk Transit	**1**	N/W along Norwalk Blvd to Worman Mill (East of I-605)
	7	N/W along Worman Mill to Peck Rd (North of I-10)

Bicycle Lanes

Los Angeles County recently released a 2025 Bicycle Master Plan. The plan will be reviewed to determine if planned bicycle facilities can be incorporated into the Project. Many cities also have specific bicycle plans that have been developed, which will be reviewed for planned bike routes. The San Gabriel River Trail and the Whittier Greenway are two primary bike paths in the region. The bicycle network will be assessed for connectivity and connecting bike routes and public transportation that accommodates bicycles, like bus and rail. Information on bicycle safety will also be examined by gathering collision reports and making safety modifications at high crash areas.

Park and Ride Locations

Park & Ride lots allow users to increase their travel options for the ride share community on the state highway system. Considerations could be made to improve the existing Park & Ride lots including adding electric vehicle charging stations, bike share programs or ADA upgrades. Table 2 notes the existing Park & Ride lots within the Project limits:

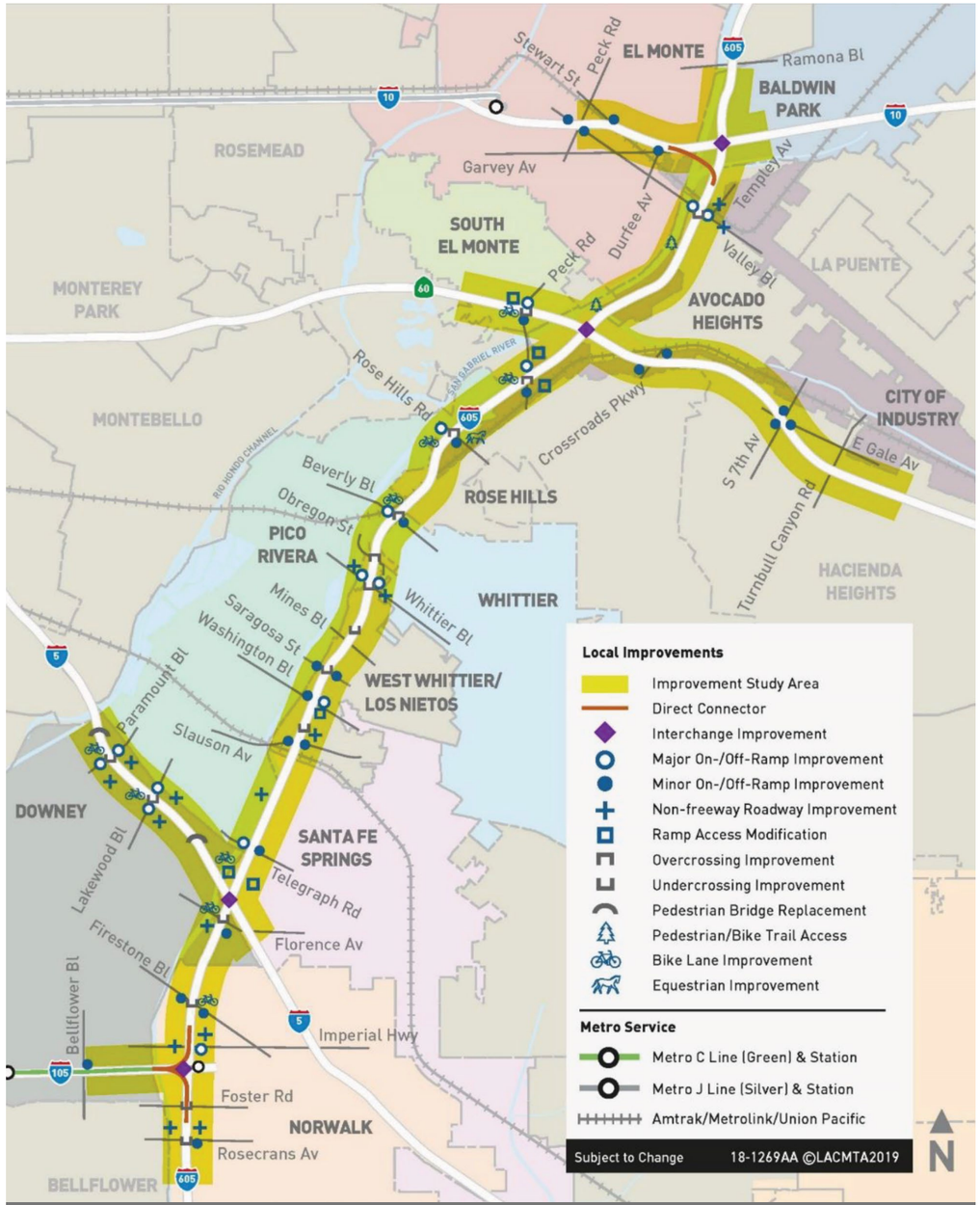
Address	Location Details
12901 Hoxie Ave, Norwalk	East of I-605, near I-605/I-105 system Interchange
1000 Durfee Ave, Whittier	South of SR-60 near Santa Anita Ave & Durfee Ave
3501 Santa Anita Ave, El Monte	North of I-10 at Santa Anita Ave & Ramona Blvd
10925 Railroad St, El Monte	North of I-10 at Valley Blvd and Railroad St

3 LOCAL CONTEXT

Multimodal and Complete Streets Improvement Opportunities

The team has identified existing deficiencies and prepared a preliminary list of improvement opportunities in the Multimodal and Complete Street Element List (Attachment A). The improvements will continue to be refined through stakeholder and community coordination. Areas with the highest need for improvement based on current assessments will be identified and proactive mitigation strategies will be used to identify multimodal and complete streets improvement opportunities.

Existing Deficiencies:		
Inadequate sidewalk width or discontinuous sidewalks	Inadequate or irregular public transit schedules and stops	Lack of tree cover or shade for pedestrian pathways
Lack of ADA-compliant ramps, crosswalks, or bus stops	Unsafe or insufficient features at transit stops	Insufficient parking or loading zones for multimodal access
Poor bicycle lane connectivity or absence of designated bike lanes	Narrow or obstructed travel lanes for multimodal use	Limited accessibility features for individuals with disabilities
Insufficient lighting or signage for pedestrian and cyclist safety	Absence of traffic calming measures (e.g., speed bumps, roundabouts)	Inadequate separation between vehicular and non-motorized traffic
High incidence of bicycle and pedestrian crash locations	Poor drainage or flooding issues affecting walkability	Improved and additional park and rides



Preliminary Local Improvements within the I-605 CIP Project

3 LOCAL CONTEXT

Coordination with Planned Ongoing Projects

Numerous agencies and jurisdictions along the corridor have prioritized multimodal enhancements, which the I-605 CIP will align with to ensure regional consistency and support broader transportation goals. A review of planned and ongoing initiatives will help identify opportunities for the I-605 CIP to advance and complement established multimodal priorities.

PROJECT NAME	LEAD AGENCY	LOCATION	PROJECT DESCRIPTION	STATUS
California High Speed Rail Los Angeles to Anaheim Project Section	California High-Speed Rail Authority and Federal Railroad Administration	30-mile corridor between Los Angeles Union Station and the Anaheim Regional Transportation Intermodal Center	The project would enhance an existing 30-mile rail corridor with high speed rail capabilities using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.	The project is in the environmental analysis phase. Construction is anticipated to be completed in 2029. LOSSAN crosses the I-605 CIP just south of Slauson Avenue and would be accommodated in the I-605 CIP design.
Eastside Transit Corridor Phase 2 Project	Metro	From Atlantic Boulevard/Pomona Boulevard in East Los Angeles, possibly along SR-60 to the SR-60/Peck Road interchange	The project would extend the existing Metro Gold Line from its current terminus at Atlantic Boulevard/Pomona Boulevard in East Los Angeles, possibly along Washington Blvd.	The project is in the environmental analysis phase. Construction is anticipated to be completed between the year 2035 and 2037. The I-605 CIP would account for the proposed elevated rail structure and station at Washington Blvd.
Caltrans Class I Bicycle Trail	Caltrans	From the San Gabriel River to Flatbush Avenue in the City of Norwalk	This bicycle trail is intended to provide a connection between the San Gabriel River Trail, the Park and Ride facilities, and the Metro Green Line Norwalk Station.	The project is in the final design phase.
Rancho South Campus	City of Downey	7601 East Imperial Highway in the City of Downey	The project includes new County facilities (three new County administrative buildings) and a community sports complex with multiple playing fields, lighting, restrooms and parking.	The environmental phase of the Project was completed in 2020. Construction is anticipated to be completed in the year 2028.
Puente Hills Landfill Park	Los Angeles County Department of Parks and Recreation	Circle Drive in the City of Whittier	The project includes the development of a portion of what was formerly the largest landfill in the western United States into a regional park, providing recreation and open space for the greater Los Angeles area.	The Puente Hills Landfill Park Master Plan and Environmental Impact Report were adopted in 2016. Construction was expected to begin in 2018. Construction would be divided into three phases, with completion of Phase 1 in 2021 and completion of Phase 3 around 2050.
San Jose Bike Path: Multiuse Trail and Bridge Connections	Los Angeles County Department of Public Works	Near where I-605 crosses over San Jose Creek	The project is part of the Emerald Necklace (Phase 1 – Project 10). The project would include a paved multiuse trail and two bridge connections—one to provide north and south connections from the southern bank of San Jose Creek, and one to provide an east and west connection across San Gabriel River to the San Gabriel River Trial. Eventually, the trail will be extended as part of the Emerald Necklace and will provide connections to the proposed Duck Farm River Park.	Construction is unknown and no funding has been secured as of yet; however, this is considered a top priority project for Los Angeles County Public Works.
River Park	Watershed Conservation Authority	255 San Fidel Avenue in the City of La Puente	The project is part of the Emerald Necklace and will include demonstration gardens, a public rest area with benches, picnic areas, parking, an outdoor classroom and amphitheater, an overlook of the San Gabriel River, and a horse trail that would connect to an existing equestrian center.	Funding for construction has been secured. Construction scheduled to begin in 2019.
Walnut Creek Bike Path	City of Baldwin Park	701 Frazier Street in the City of Baldwin Park	The bike path would extend from Walnut Creek Nature Park to the San Gabriel River along an existing maintenance road used by Los Angeles County.	The City of Baldwin Park has already received funding and is currently seeking approvals from Los Angeles County on the bike path plans. The bike path is anticipated to be built by the end of 2020.
Transit Feasibility Study	San Gabriel Valley COG	San Gabriel Valley	Provide enhanced transit services with higher frequencies, faster service and greater connectivity through the Valley.	Initiated in July 2021, Phase 1 created an initial feasibility analysis and draft Vision Plan. Phase 2 was initiated in Oct 2022 and concluded in December 2023, focusing on refinement and design and an updated Vision Plan with a phased implementation strategy.
Pico Rivera Rail Station Feasibility Study	Metro	City of Pico Rivera	The study will evaluate the opportunity to add a new passenger station to the commuter rail and intercity rail system between the existing Norwalk/Santa Fe Springs Metrolink Station in Norwalk and the Commerce Metrolink Station in Commerce.	Concluding in spring 2025, the study includes site selection, community outreach, and a basic design. It will assess mobility, economic benefits, feasibility, operations, and environmental impacts for the new station.
South East Gateway Line	Metro	Central Los Angeles, Gateway Cities	Metro plans for a new light rail transit (LRT) line to southeast LA County, providing alternatives to driving and creating more access to opportunity.	Metro received CEQA certification in April 2024 and in October 2024 received funding from CalSTA's TIRCP program.

4 STAKEHOLDER OUTREACH APPROACH

List of Stakeholders

The key stakeholders for the I-605 CIP are summarized below. This table includes stakeholder names, their roles or interests, and their potential influence or contributions to the Project, focusing on the multimodal and complete streets goals.

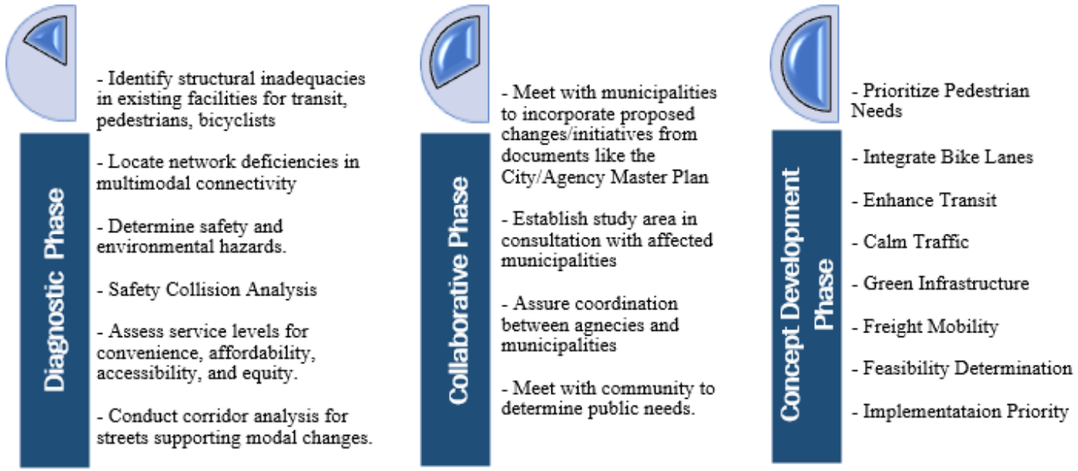
Stakeholder	Role/Interest	Influence/Contribution
Metro	Lead agency overseeing project planning, funding, and implementation	Drives project vision, secures funding, sets multimodal and sustainability goals
Caltrans	State transportation authority, project partner	Provides technical expertise, manages freeway infrastructure, ensures state compliance
Gateway Cities Council of Governments	Regional coalition of cities along I-605 corridor	Advocates for local needs, facilitates community input, aligns project with regional plans
San Gabriel Valley Council of Governments	Regional body representing San Gabriel Valley communities	Ensures equitable benefits for member cities, supports multimodal enhancements
Local Jurisdictions (e.g., Los Angeles County, Downey, Pico Rivera, Norwalk)	Cities, including Los Angeles County, impacted by I-605 CIP	Shapes local street improvements, ensures pedestrian/bike access to schools, parks, hospitals
Community Groups/Residents	Residents and advocacy organizations along the corridor	Provides feedback (e.g., opposed home demolitions in 2020), pushes for equity and safety
Environmental Advocates	Groups focused on sustainability and air quality	Influences zero-emission vehicle adoption, supports 79% emissions reduction goal by 2030

Stakeholder Meetings and Approach

Engaging with these key stakeholders through focus meetings is essential to aligning the I-605 CIP with Metro's Multimodal and Complete Streets objectives, ensuring the Project addresses safety, accessibility, equity, and sustainability. Each stakeholder brings unique perspectives, resources, and influence that must be harnessed to navigate the project's complexities and secure broad support.

The approach to the stakeholder meetings would be to hold focus meetings to provide an update on the I-605 CIP and its objectives moving forward. The team would plan to present the current multimodal elements that are included in the Project and what additional elements could be included based on the stakeholders' current general plan and goals. This will allow the cities and agencies to provide feedback and be included in the decision-making process.

The team will adopt a structured three-step process, to identify transportation concepts that could benefit communities comprising of diagnostic, collaborative and preliminary concept development phases, as detailed below.



5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Multimodal Toolbox

The following component includes the toolbox of specific designs to accommodate multimodal elements into the project, in order of: bicycles, pedestrians, transit, corridor enhancements, interchange improvements and aesthetics. Moreover, all features will be designed with an eye to how the feature is integrated into the corridor and how well it connects to other corridors.

Bicycle Toolbox

Class I Shared Use Path

A completely separated facility for the exclusive use of bicycles and pedestrians.

Corridor Opportunity Examples: Whittier Greenway connection to San Gabriel River; San Gabriel River Bicycle Path to Workman Mill Ave.

Class II Bicycle Lanes

A striped or buffered lane for one-way bicycle travel on a street or highway.

Corridor Opportunity Examples: Approximately 15 planned Class II Bike Lanes in corridor cities including Whittier, Norwalk, Downey, El Monte and others.

Class III Bicycle Routes

Shared travel lanes between bicycles and vehicles, suited to roads with low speed and volume.

Corridor Opportunity Examples: Approximately 5 planned Class III Bike Lanes in corridor cities including Downey, Whittier and others.

Class IV Separated Bikeways

Paths for the exclusive use of bicycles with horizontal and vertical buffer.

Corridor Opportunity Examples: Several planned lanes in Pico Rivera and Unincorporates County of Los Angeles areas.

Using bicycles for recreation, local trips & commuting has immense health, safety, financial & environmental benefits. Connected, safe & well-developed bicycle networks with plenty of amenities that are capable of being paired with other transit options eases communities' reliance on single vehicle travel.

Bicycle Boxes

Designated area for bicyclists ahead of automobile traffic at a signalized intersection, increasing visibility and reducing conflicts with turning vehicles

Bicycle Zone Markings

Green paint markings heighten the visibility of Class II and Class IV bikeways, increasing bicyclist comfort and motorist yielding behavior.

Bicycle Parking

Bicycle Parking spaces can be designed as works of art, not simply to enhance aesthetics, but high-visibility bicycle parking also deters theft.

Bicycle Repair Stations

Bicycle repair facilities help bicyclists adjust or fix minor maintenance issues such as flat tires

Bicycle Share

A public bicycle transportation service where short-term bicycle rentals are provided in accessible public locations.

Protected Intersections

Protected Intersections provide physical separation between turning vehicles and bicyclists at intersections.

Leading Bicycle Interval

Leading bicycle intervals are specialized signals providing bicyclists a 3-7 second green phase before vehicles may proceed through the intersection.

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Pedestrian Toolbox

Curb Extensions

Curb extensions are an extension of the sidewalk into the roadway that shortens crossing distances, increases visibility and calms traffic.

As corridor cities upgrade sidewalks and make crossing improvements curb extensions provide an excellent option for increasing safety.

Sidewalk Improvements

Sidewalks are the building block of non-motorized travel. Smooth and even surfaces, appropriate frontage and barrier space along with trees or vegetation greatly enhance comfort and aesthetics.

Nearly every city along the corridor has prioritized and planned for sidewalk improvements.

Pedestrian Countdown Signal

These signals offer a “countdown” of seconds remaining for pedestrian crossing time, helping pedestrians avoid becoming stranded or rushing across the road.

Pedestrian Activated Signals are an identified corridor-wide need. Including pedestrian countdowns in signals is popular with pedestrians and motorists alike.

Raised Crosswalks

Raised crosswalks help calm traffic by restricting the speed at which vehicles can traverse the crosswalk; they also increase the visibility of pedestrians–especially children– crossing to approaching vehicles.

In conjunction with the corridor goal of implementing high visibility crosswalks, raised crosswalks can be a beneficial option, especially at freeway ramp crossings.

High Visibility Crosswalks

High-visibility crosswalks have patterned pavement markings such as bars (often along with improved lighting and signage) for greater visibility at further distances. They have been shown to reduce pedestrian injury crashes by as much as 40%.

High visibility crosswalks are a named priority throughout the corridor, with many cities having proposals or plans in place.

Pedestrian Refuge

Pedestrian Refuges are areas within a median that a pedestrian can safely pause, allowing them to cross fewer lanes of traffic at one time and judge potential conflicts independently.

Downey has a city-wide median widening project planned, offering a potential to incorporate pedestrian refuges.

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Transit Toolbox

Metro & Local Bus Stop Improvements

Shelter Canopy

Shelters offer transit riders protection from the sun, wind or precipitation, creating a healthy and comfortable space, especially in high temperatures or inclement weather.

Pedestrian Lighting

Good lighting improves passenger safety, security and confidence by increasing visibility, deterring crime, and giving necessary illumination for deciphering maps and timetables.

Bus Queuing Space

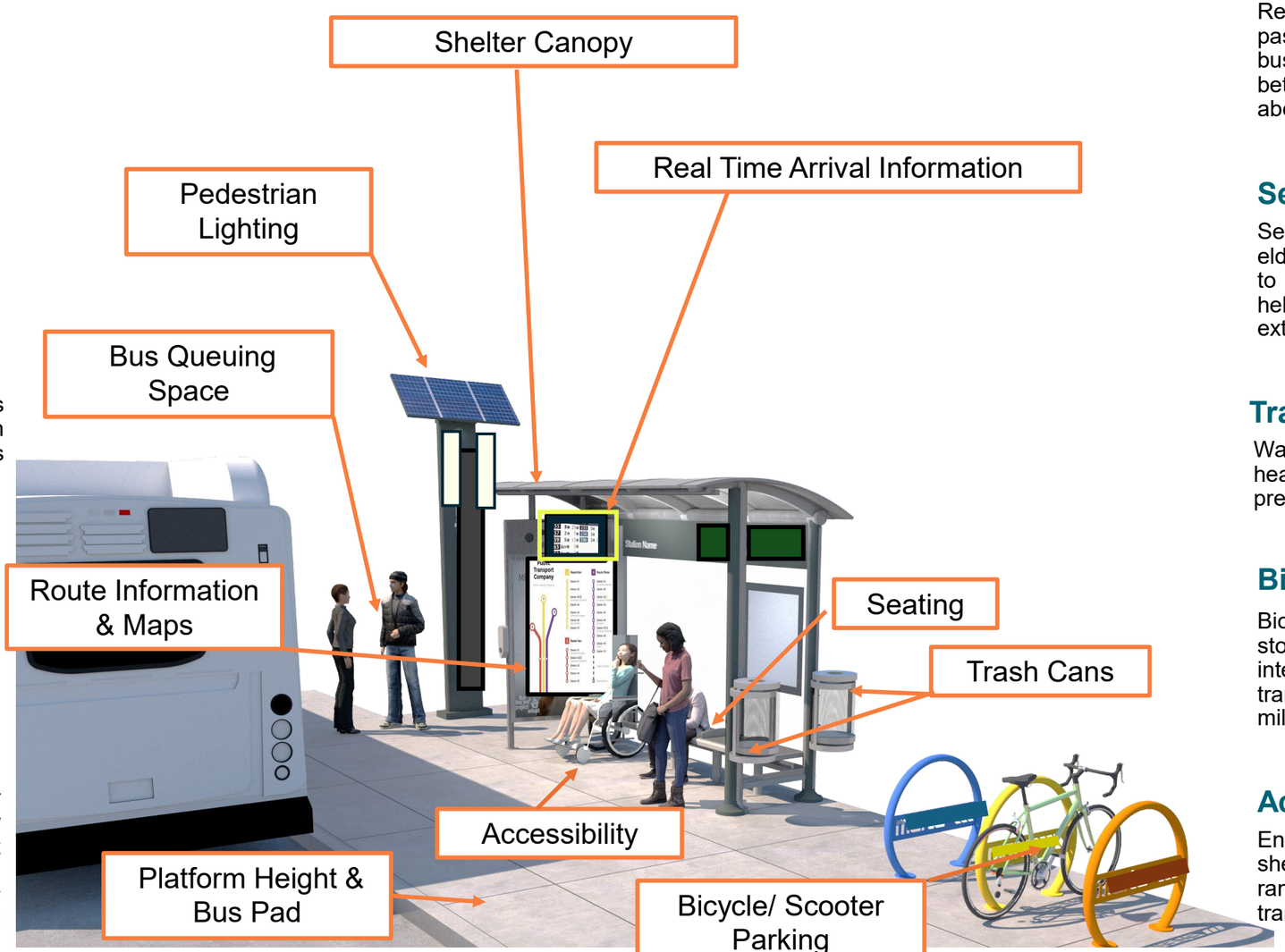
A dedicated bus queuing area optimizes passenger embarkation and disembarkation avoiding delays, discomfort and accidents related to congestion.

Route Information & Maps

Enough information should be displayed at a bus shelter to enable passengers to confidently and efficiently reach their destination. This is especially true for new transit riders or visitors to the area.

Platform Height & Bus Pad

A platform height level with the bus floor and a dedicated unobstructed landing allow for quick and easy boarding, making transit fully accessible for wheelchairs and strollers. They also eliminate potentially hazardous gaps between the pavement and the bus.



Real-Time Arrival

Real-time information provides passengers up-to-speed details about bus location and arrival time, allowing for better trip planning & reduced anxiety about wait times.

Seating

Seating allows passengers especially the elderly or those with mobility challenges, to wait comfortably and is especially helpful in inclement weather or during extended wait times.

Trash Cans

Waste receptacles encourage a clean and healthy passenger waiting area and prevent the concentration of refuse.

Bicycle/Scooter Racks

Bicycle and scooter parking at transits stops is one of the most effective ways of integrating cycling/rolling and public transit. It is a critical measure in first/last mile transportation planning.

Accessibility

Ensuring wheelchair space inside of bus shelters and providing for ADA curb ramps and approaches is essential for transit equity.

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Transit Toolbox

Transit Station Amenities

Pick up and drop off areas, park and ride lots and bicycle or e-scooter rental provide the vital first/last mile link for multimodal transit.

Pick Up and Drop Off Area

Park and Ride Lots

Bike and Scooter Rental

Transit Station Amenities like comfortable seating, dining options, restroom availability and easy-to-use ticket purchasing stations can be a decisive factor in attracting more people to public transit.

Public Restrooms

Dining Options

Ample & Comfortable Seating

Ticket Purchasing Machines

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Corridor Wide Toolbox

ADA Improvements

The mission to provide ADA compliance is shared by all agencies and municipalities in the corridor. Accessibility requirements such as compliant curb ramps and detectable warning surfaces will be implemented throughout the corridor.

Thermal Relief

Introducing active transportation options and encouraging people to get outside is a statewide transportation policy with environmental, economic and health benefits. However, if these policies expose people to dangerous heat conditions they fail in their intent. Offering thermal relief such as shade trees, drinking fountains, canopied waiting areas for transit and cooling stations are necessary to meet corridor goals.

Pedestrian Overcrossing

Pedestrian overcrossings separate pedestrians from vehicular traffic, minimizing the risk of collisions and providing better visibility for both pedestrians and drivers. They also enhance connectivity and promote alternative modes of transportation by providing uninterrupted flow.

Wayfinding

Missing, confusing or incorrect signage undermines even the most innovative engineering or planning design. To decrease congestion, provide multimodal alternatives and promote public safety, every effort will be made to provide consistent, comprehensive and clear signage across the corridor.

Green Infrastructure

Adding Green Infrastructure has environmental and safety benefits, but it also creates more vibrant and pleasant communal spaces. Options include landscaping medians & buffers, drought tolerant plant selection, street trees, swales, & bioretention or biofiltration planters. It is an important corridor goal to find opportunities for integrating green infrastructure into planned improvements.

First/Last Mile

The First/Last Mile plan is a Metro initiative for bridging the critical gap from origin to transit and from transit to destination. This toolbox has included several solutions: new & improved bike lanes, safer crossings, bicycle & e-scooter rental, and secure park & rides.

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Freeway Interchange Safety Improvements

High Visibility Crosswalk

High visibility crosswalks, including raised crosswalks, improve pedestrian safety.

Free Right Turn Removal

Removing the free right turn lane will shorten pedestrian crossing distance and increase vehicle yielding behavior.

Pedestrian Beacons

Lighted beacons, such as Pedestrian Hybrid Beacons (PHBs) & Rapid Rectangular Flashing Beacons (RRFBs) alert travelers of all modes to potential conflicts when pedestrians are in the street.

Landscaped Buffers

Incorporating landscaped buffers creates separation between vehicles and pedestrians. Care must be taken to ensure sight-distance is not compromised.

Exit Curve Redesign

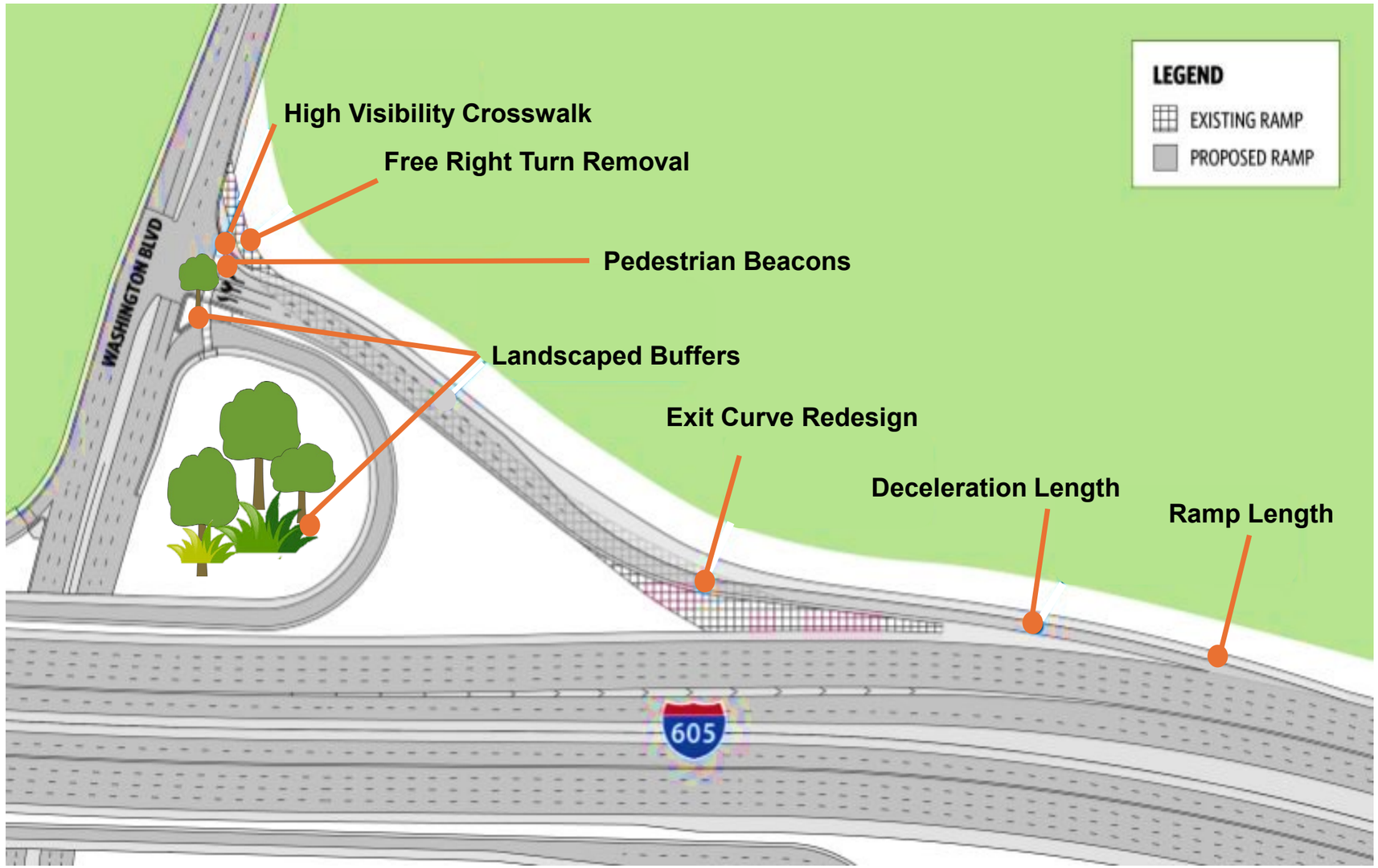
Redesigning the curve for greater sight distance gives vehicles more time to see approaching conflicts with pedestrians or other vehicles.

Deceleration Length

Providing a longer deceleration length at off-ramps allows drivers more time to slow down prior to entering curves, decreasing the potential for collisions along the ramp.

Ramp Length

Lengthening the ram for greater vehicle storage will prevent backups and congestion on the main line.



5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Freeway Auxiliary Lane Safety Improvements

Auxiliary Lanes

Auxiliary lanes are non-continuous lanes that connect on- or off-ramps. They should not be used as general purpose or through lanes. Their purpose is to provide more time and space for through traffic movements to merge with the mainline and reduce vehicle weaving. Benefits of auxiliary lanes include the following:

Eliminate Spillover from Ramp Backlogs

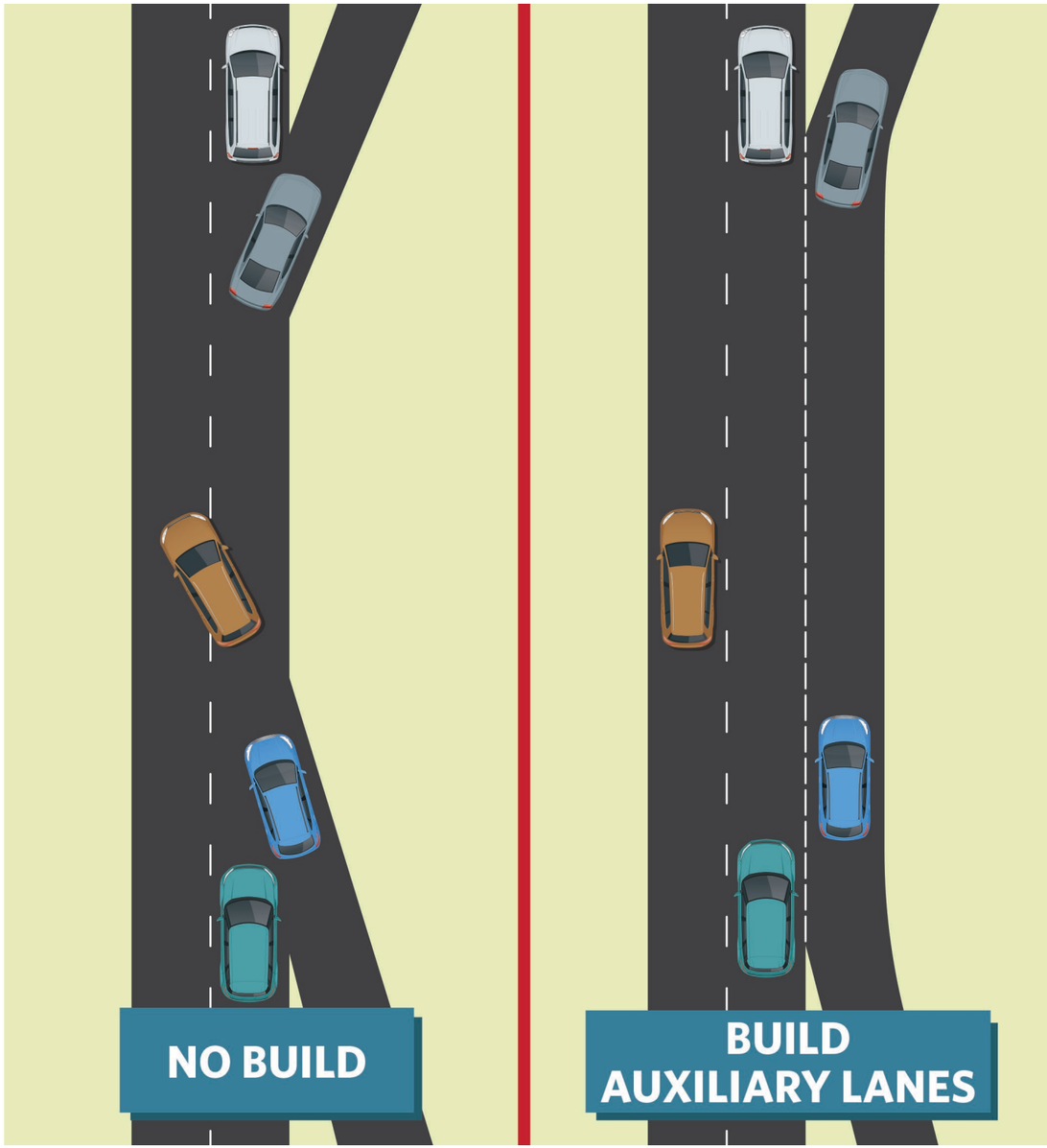
Auxiliary lanes help eliminate vehicles backing on to local streets from the freeway and on the mainline from off-ramps, improving safety and traffic flow on both the freeway and the surrounding roadways.

Reduce Congestion from Freeway Exiting/Entering

Auxiliary lanes provide transition zones for merging/diverging traffic. The dedicated space for vehicles to accelerate or decelerate, smooths out traffic flow, reduces weaving, and shortens jams and decreases potential collisions.

Prevent High Speed Merging

By providing dedicated lanes for merging and exiting, auxiliary lanes reduce the risk of collisions caused by vehicles attempting to merge or weave into traffic at high speeds.



Lack of lane connection between on and off ramps

Connection between on and off ramps

5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Proposed Project Alternatives

Alternative 1 – No Build

Alternative 2 – Convert HOV lane to Express lane (EL)

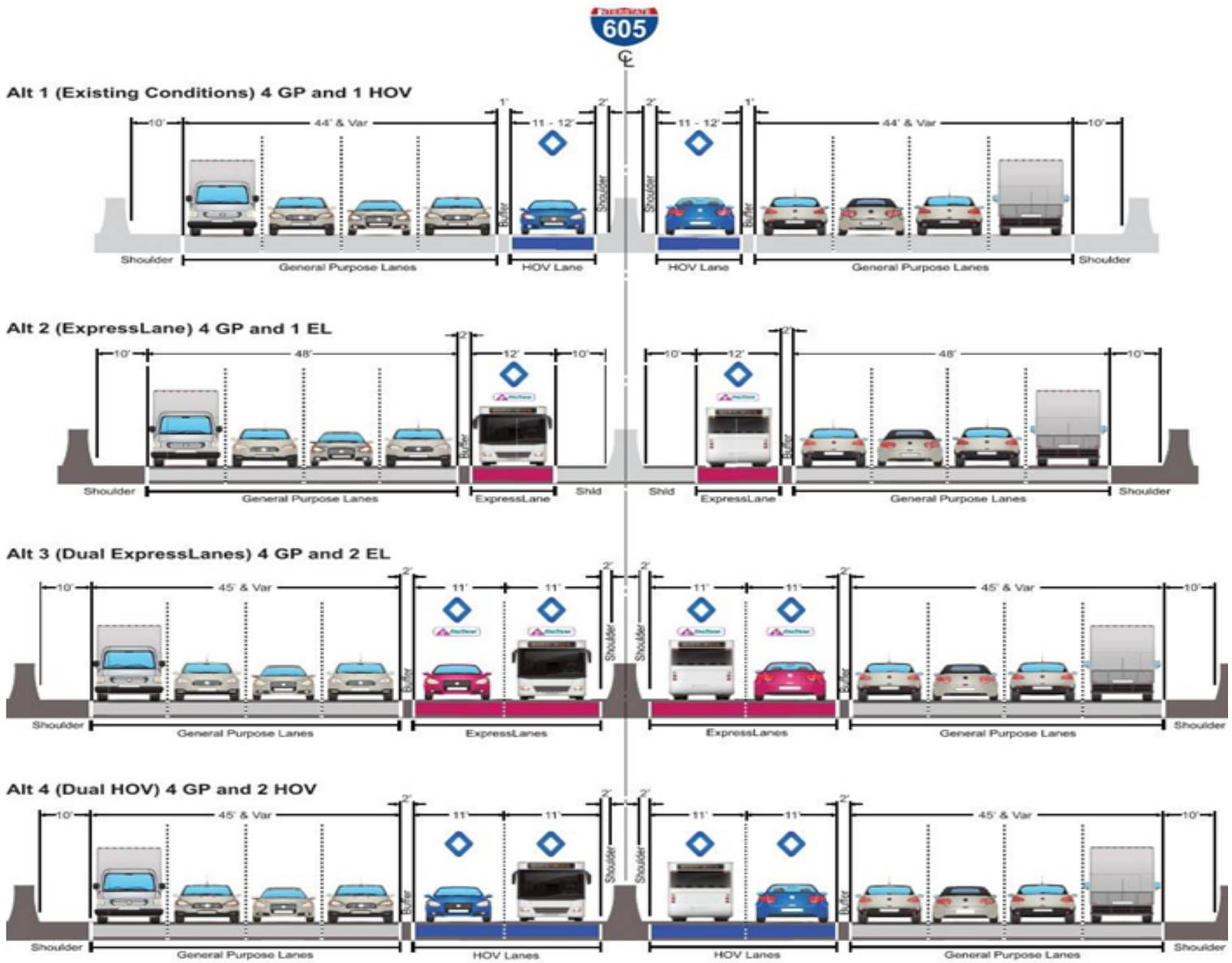
Convert existing HOV lane to an Expresslane

Alternative 3 –Two Expresslanes

Convert existing HOV lane to EL and add another EL

Alternative 4 – Two HOV lanes

Retain HOV lane and add another HOV lane



5 MULTIMODAL & COMPLETE STREETS TOOLBOX

Aesthetic Toolbox

Landscaped Medians & Buffers

Landscape medians and buffers serve as a division of opposing traffic or pedestrian/vehicle traffic. They also screen traffic noise, soften the landscape, calm traffic, and help diffuse urban heat.

Drought Tolerant Plants

Selecting drought tolerant landscaping is essential for any green infrastructure improvement in the corridor being suited to the climate and requiring less irrigation and maintenance.

Street Trees

Street trees offer shade for active transportation corridors and transit stops, they also counter the Urban Heat Island Effect, making cities more pleasant places to walk, bike, roll or ride. In addition, they separate the sidewalk from the road, improve air quality and enhance aesthetics.

ATTACHMENT A

Multimodal and Complete Streets Element List

Metro

All locations with improvements to crosswalks can consider the following pedestrian improvements:				High Visibility Crosswalks
				Improved signing and striping including high visibility striping
				Pedestrian Activated Traffic Control Devices
				Rapid Flashing Beacons
				Leading Pedestrian Interval (3 to 7 seconds of "WALK" signal prior to allowing vehicle movement)
ROUTE	**City**	**CROSSING**	**ELEMENT**	Items in blue text are from the CIP projects or General Plans from relevant municipalities
I-605	Unincorporated County of Los Angeles	Slauson Ave	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV - San Gabriel River to Dice Rd)
			Bus	Potential to improve Bus Stops on EB and WB Slauson @ Millegrove (~2)
			Transit	Coordination with Pico Rivera Rail Station Feasibility Study (LA Metro)
			Other	Coordination with Slauson Ave TSSP (Paramount to Passons Blvd) (Pico Rivera Capital Improvement Program)
				Coordination with Slauson Ave Complete Streets Corridor Study (Santa Fe Springs Rd to Wilmington Ave) (Gateway COG Complete Streets)
		Pioneer Blvd	Bus	Potential to improve Bus Stops on NB and SB Pioneer Blvd from Slauson to Washington (~4)
			Pedestrian	Update lighting (Slauson Ave to Saragosa St)
				Upgrade Safe Route to School Markings/Signage
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV Rivera Rd to Saragosa St)
		Norwalk Blvd	Bus	Potential to improve Bus Stops along NB and SB Norwalk Blvd between Slauson and Whittier Blvd (approx. 9)
			Bike	Coordination with planned bicycle facilities (Whittier Bicycle Transportation Plan (Class II San Gabriel River Trail to Norwalk Blvd)) (LA County Bicycle Master Plan (Class IV Washington to Whittier Blvd)
		Waddell St	Pedestrian	Update lighting for bridge widening
		Washington Blvd	Transit	Doesn't Preclude Eastside Transit Corridor Phase 2 (E Line)
			Bus	Potential to improve Bus Stops between from Pico Vista Rd to Norwalk Blvd (~6)
			Pedestrian	Update/Add lighting at ramp intersection and along sidewalk improvements
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (Whittier Bicycle Transportation Plan (Class II Lambert Rd to Whittier Blvd))
			Other	Coordination with Washington Blvd TSSP (Pico Rivera Capital Improvement Program)
		Saragosa St	Pedestrian	Update lighting for bridge widening and at ramp intersections
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV Pioneer Blvd to Norwalk Blvd)

ROUTE	City	CROSSING	ELEMENT	Items in blue text are from the CIP projects or General Plans from relevant municipalities
I-605	Unincorporated County of Los Angeles	Dunlap Crossing Rd	Pedestrian	Update lighting for bridge widening
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class II Torrey Pines Dr to Norwalk Blvd)
		Mines Blvd	Bike	Coordination with Mines Ave. Bike Bridge / Bike Lanes (Class II San Gabriel River & Rio Hondo River) (Gateway Cities STP)
		Bexley Dr	Pedestrian	Update lighting for bridge widening
	Whittier	Whittier Blvd	Bus	Potential to improve Bus Stops on EB and WB Whittier Blvd from Esperanza Ave to Norwalk Blvd (~5)
			Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
				Coordination on Pio Pico State Historic Park Trail Connector, High Visibility Crosswalks, Painted Curb Extensions (Pico Rivera Multimodal Plan)
	Pico Rivera		Bike	Coordination with planned bicycle facilities ((Whittier Bicycle Transportation Plan (Class I San Gabriel River Trail to Pio Pico State Park) (LA County Bicycle Master Plan (Class IV Danby Ave to Redan Ave)
				Coordination on San Gabriel River Bike/Ped Bridge (Pico Rivera Multimodal Plan)
				Whittier Blvd. Bikeway/Whittier Greenway Trail (Gateway Cities STP Bicycle Project/City of Whittier Bicycle Transportation Plan)
		Esperanza Ave	Pedestrian	Reconfigured to T-Intersection to eliminate free movements for safer pedestrian movements
				ADA Curb Ramps
	Unincorporated County of Los Angeles	Obregon St	Bike	Extension of Whittier Greenway Trail Class I Bicycle and Pedestrian path over I-605 north of Obregon and south of Beverly Blvd to connect to San Gabriel River Trail. (Fact Sheet EA 3101U) (LA County Bicycle Master Plan)
	Whittier	Beverly Blvd	Bus	Potential to improve Bus Stops on EB and WB Beverly Blvd from Abbeywood to Carley Ave (~6)
			Bike	Class II Bike Lane (Connection to San Gabriel River Trail)
				Beverly Blvd Bikeway (Class II/III 3rd St to Turnbull Canyon Rd.) (Gateway Cities STP)
				Coordination with planned bicycle facilities (Whittier Bicycle Transportation Plan - Class II San Gabriel River Trail to Norwalk Blvd)
			Pedestrian	Reconfigured SB intersection to Diamond Interchange to eliminate free movement for safer pedestrian movements
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
	Pico Rivera		Other	Coordination with Beverly Blvd TSSP (Paramount to Abbeywood Ave) (Pico Rivera Capital Improvement Program)
		San Gabriel River Pkwy	Bike	Class II Bike Lane
			Pedestrian	ADA Curb Ramps
		Rose Hills Rd	Pedestrian	Reconfigured SB intersection to Diamond Interchange with Loop Entrance Ramp to eliminate free movements for safer pedestrian movements
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
			Equestrian	8' wide sidewalks to accommodate equestrian crossings to Pico Rivera Sports Arena

I-605 CORRIDOR IMPROVEMENT PROJECTS

ROUTE	City	CROSSING	ELEMENT	Items in blue text are from the CIP projects or General Plans from relevant municipalities
I-605	Unincorporated County of Los Angeles	Peck Rd	Bike	Class II Bike Lane
				Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV Durfee to I-605 and Pellissier Place to Workman Mill Rd)
	Industry		Pedestrian	Reconfigured SB Ramps to Diamond Interchange to eliminate free movements
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
			Bus	Coordination with Proposed Rapid Bus Priority Corridor (SGVCOG Transit Feasibility Study)
		Pellissier Pl	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
	Unincorporated County of Los Angeles	San Jose Creek	Pedestrian/ Equestrian	Pedestrian/Equestrian Trail along North side of the Creek (San Gabriel Valley Greenway Network)
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class I - San Gabriel River Bicycle Path to Workman Mill Ave)
		Valley Blvd	Pedestrian	Reconfigure NB and SB Ramps to T-intersection to eliminate free movements
				Maintain access to River Park (Emerald Necklace Plan)
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
			Bus	Coordination with BRT Mixed-flow Projects within Caltrans Right of Way (SGVCOG Transit Feasibility Study)
			Transit	Coordination with Transit Signal Priority along Valley Blvd (SGVCOG Transit Feasibility Study)
				Coordination with Mission-Valley Active Transportation Corridors (MAT Program Cycle 1)
			Bike	San Gabriel River / San Jose Creek Connection / Valley Blvd (San Gabriel River & Workman Mill Rd.) (Gateway Cities STP)
				Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class IV - San Gabriel River to 7th Ave)
	Industry	Temple Ave		Additional Lighting
				Update/Add lighting along sidewalk improvements
	Baldwin Park	Walnut Creek	Pedestrian/ Bike	Lighting can be provided for existing access on north side of creek.
				Planning will not preclude future pedestrian/bike trail access to San Gabriel River Trail (San Gabriel Valley Greenway Network)
SR-60	South El Monte	Durfee Ave	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
		Peck Road	Bus	Potential to improve Bus Stops on NB and SB Peck Rd @ Durfee Ave (~2)
				Coordination with Proposed Rapid Bus Priority Corridor (SGVCOG Transit Feasibility Study)
			Bike	Class II Bike Lane
			Pedestrian	Reconfigure SB Ramps to T-intersection to eliminate free movements
				Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps

I-605 CORRIDOR IMPROVEMENT PROJECTS

ROUTE	City	CROSSING	ELEMENT	Items in blue text are from the CIP projects or General Plans from relevant municipalities
SR-60	Unincorporated County of Los Angeles	Workman Mill	Bus	Coordination with Proposed Rapid Bus Priority Corridor (SGVCOG Transit Feasibility Study)
	Whittier		Bike	Coordination with planned bicycle facilities (City of Whittier Bicycle Transportation Plan- Class II Beverly Blvd to North City Limits) (LA County Bicycle Master Plan (Class II Sycamore Cyn Rd to Fairgrove Ave)
	Industry	Crossroads Pkwy South	Bus	Potential to improve Bus Stops at Crossroads Pkwy S & N from Crossroads Retail Co to Workman Mill Rd (~6)
			Pedestrian	Roundabout (Provides pedestrian refuges, slower speed and reduced conflict points)
				Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
	Unincorporated County of Los Angeles	7th Ave	Bus	Potential to improve Bus Stop for NB 7th Ave at Gale Ave N (~1)
			Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class II Clark Ave to Palm Ave)
		Gale Ave	Bus	Potential to improve Bus Stop for Gale Ave @ 7th Ave (~1)
			Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
			Bike	Coordination with planned bicycle facilities (LA County Bicycle Master Plan (Class II 7th Ave to Stimson Ave)
		Others	Bus	Coordination with Phase 1 BRT Mixed-flow Project on Hacienda @ SR-60 (SGVCOG Transit Feasibility Study)
I-10	El Monte	Exline St	Pedestrian	Maintain existing raised crossings
		Cogswell Rd	Bus	Potential to improve bus stop on NB and SB Cogswell Rd near Exline St (~2)
			Pedestrian	Update lighting for bridge widening
		Durfee Ave	Bus	Potential to improve bus stop on Durfee Ave from Garvey to Exline St (~2)
			Bike	Class II Bike Lane
			Pedestrian	Update lighting for bridge widening
				Upgrade Safe Route to School Markings/Signage
	Baldwin Park	San Gabriel River	Pedestrian	Pedestrian/Equestrian Trail along South side of the Creek
	El Monte	Others	Bus	Coordination with El Monte Mobility Hub (SGVCOG Transit Feasibility Study - Mid Term Plan)
				Coordination with El Monte General Plan Goals: CD-2 Attractive corridors & CD-3 Green City
				Express Bus along I-10 (SGVCOG Transit Feasibility Study)
				Coordination with Garvey Bus Priority Corridor (I-10 to Peck Road) (SGVCOG Transit Feasibility Study)
			Other	Coordination with Safe Route to School Program, Cycle 10 ("Little Five Points")(El Monte CIP)

All locations with improvements to crosswalks can consider the following pedestrian improvements:				High Visibility Crosswalks
				Improved signing and striping including high visibility striping
				Pedestrian Activated Traffic Control Devices
				Rapid Flashing Beacons
				Leading Pedestrian Interval (3 to 7 seconds of "WALK" signal prior to allowing vehicle movement)
ROUTE	**City**	**CROSSING**	**ELEMENT**	Items in blue text are proposed improvements from agency or municipality
I-105	**Downey**	Clark	Bicycle	Coordination with Downey on planned Bike Lane with Road Diet
		Woodruff Ave	Bicycle	Coordination with Downey on proposed Class II Bike Lane
		Bellflower Blvd	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
		Paramount	Rail	Coordination with Metro on 2035 proposed Southeast Gateway Line (LRT)
		Lakewood	Vehicle	Coordination with Downey on proposed EV Charging Station on I-105 ramp
	Norwalk	San Gabriel River	Pedestrian	Pedestrian/Equestrian Trail along North side of the Creek
I-605	**Norwalk**	Rosecrans Ave	Bus	Potential to improve bus stops on EB/WB Rosecrans near NB ramps.
			Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
		Foster Rd	Pedestrian	Coordination with Norwalk for Safe Routes to School Improvements
				Update lighting for bridge widening
		Hoxie Ave	Bus	Potential to improve bus stops on NB Hoxie Ave near Imperial Hwy, EB Imperial Hwy near Hoxie Ave, and EB/WB Imperial Hwy near
			Pedestrian	Update/Add lighting along sidewalk improvements and at ramp intersections.
				ADA Curb Ramps
		Imperial Hwy	Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps, drive approaches and sidewalks
		Downey Norwalk Rd	Pedestrian	Update lighting for bridge widening
		Firestone Blvd	Bus	Potential to improve bus stops on EB Firestone near Hoxie, and EB/WB on Firestone west of the 605.
			Bicycle	Coordination with Downey on proposed Class II Bike Lane
			Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
		Alondra Ave	Bicycle	Coordination with Norwalk on a proposed Class II Bike Lane
		Ceceila St	Pedestrian	Update lighting for bridge widening
		Studebaker Ave	Bus	Potential to improve bus stops on NB Studebaker Rd near the NB Ramps, SB Studebaker Rd near Florence Ave, and EB Florence Ave near Studebaker Rd.
			Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps

I-605 CORRIDOR IMPROVEMENT PROJECTS

ROUTE	City	CROSSING	ELEMENT	Items in blue text are proposed improvements from agency or municipality
I-605	Downey	Firestone Blvd/Lakewood Bld	Pedestrian	Coordination with Downey on proposal to improve crosswalks
		Florence Ave	Pedestrian	Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
	Santa Fe Springs	Davenrich St	Pedestrian	Update lighting for bridge widening
		Los Nietos Road	Bicycle	Coordination with Santa Fe Springs on proposed Class IIB Bike Lane
		Orr And Day Road	Bicycle	Coordination with Santa Fe Springs on proposed Class I Bike Path
		Telegraph Road	Pedestrian	Reconfigure NB Ramps to T-intersection to eliminate free movements
				Update/Add lighting at bridge widening, along sidewalk improvements, and at ramp intersections.
				ADA Curb Ramps
I-5	Downey	Imperial Hwy	Pedestrian	ADA Curb Ramps, median widening/improvements
			Bus	New Bus Stops at Paramount Blvd
		San Gabriel River	Pedestrian	ADA Curb Ramps, meidan Widening/Improvements
				Pedestrian/Equestrian Trail along North and South side of the Creek
		Telegraph Road	Pedestrian	Coordination with Downey on median widening/improvements
				Coordination with Downey on ADA Curb Ramps
		Brookpark Rd	Pedestrian	Proposed Sidewalks
				Pedestrian Bridge to Vista Del Rio Dr
				Add lighting for pedestrian bridge and along sidewalk improvements
				ADA Curb Ramps, median widening/improvements
		Vista Del Rio Dr	Pedestrian	Proposed Sidewalks
				Pedestrian Bridge to Brookpark Rd
				Add lighting for pedestrian bridge and along sidewalk improvements
				ADA Curb Ramps
		Rosemead Blvd/Lakewood Blvd	Pedestrian	Update lighting at ramp intersection crosswalk
				ADA Curb Ramps
		Guatamala Ave/Rives Ave	Bicycle	Coordination with Downey on proposed Class III Bike Lane
		Tweedy Lane	Bicycle	Coordination with Downey on proposed Class III Bike Lane
		Lemon Ave	Bicycle	Coordination with Downey on proposed Class III Bike Lane
I-105	Santa Fe Springs	Others	Pedestrian	Coordination with Santa Fe Springs on proposed Green Infrastructure improvements at intersections
				Coordination with Santa Fe Springs on proposed crossing improvements

I-605 Corridor Multimodal Improvements Project (CMIP)

PAED Contract Modification Authorization

File # 2025-0841

Planning and Programming Committee April 2026

Metro

Staff Recommendation

AUTHORIZE the Chief Executive Officer to:

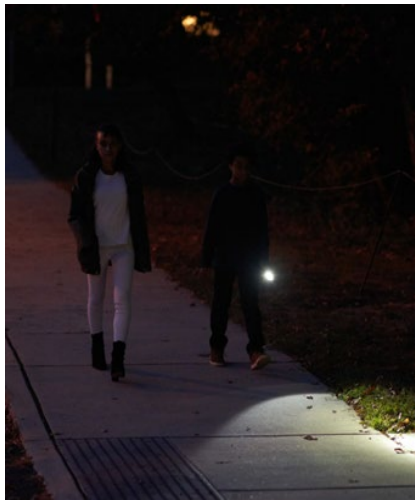
A. EXECUTE Contract Modification No. 10 to Contract No. AE333410011375 with Parsons Transportation Group for the Project Approval and Environmental Document (PAED) phase of the I-605 CMIP in the firm fixed price of **$21,826,798**, increasing the Total Contract Value for Parsons Transportation Group from $28,723,699 to $50,550,497; and extending the contract period to December 30, 2028; and,

B. EXECUTE Contract Modification No. 10 to Contract No. AE5204200 with HDR Engineering for the PAED phase of the I-605 CMIP in the firm fixed price of **$25,108,331**, increasing the Total Contract Value for HDR Engineering from $38,559,071 to $63,667,402; and extending the contract period to December 30, 2028.

Purpose and Need

Why is the Project Needed?

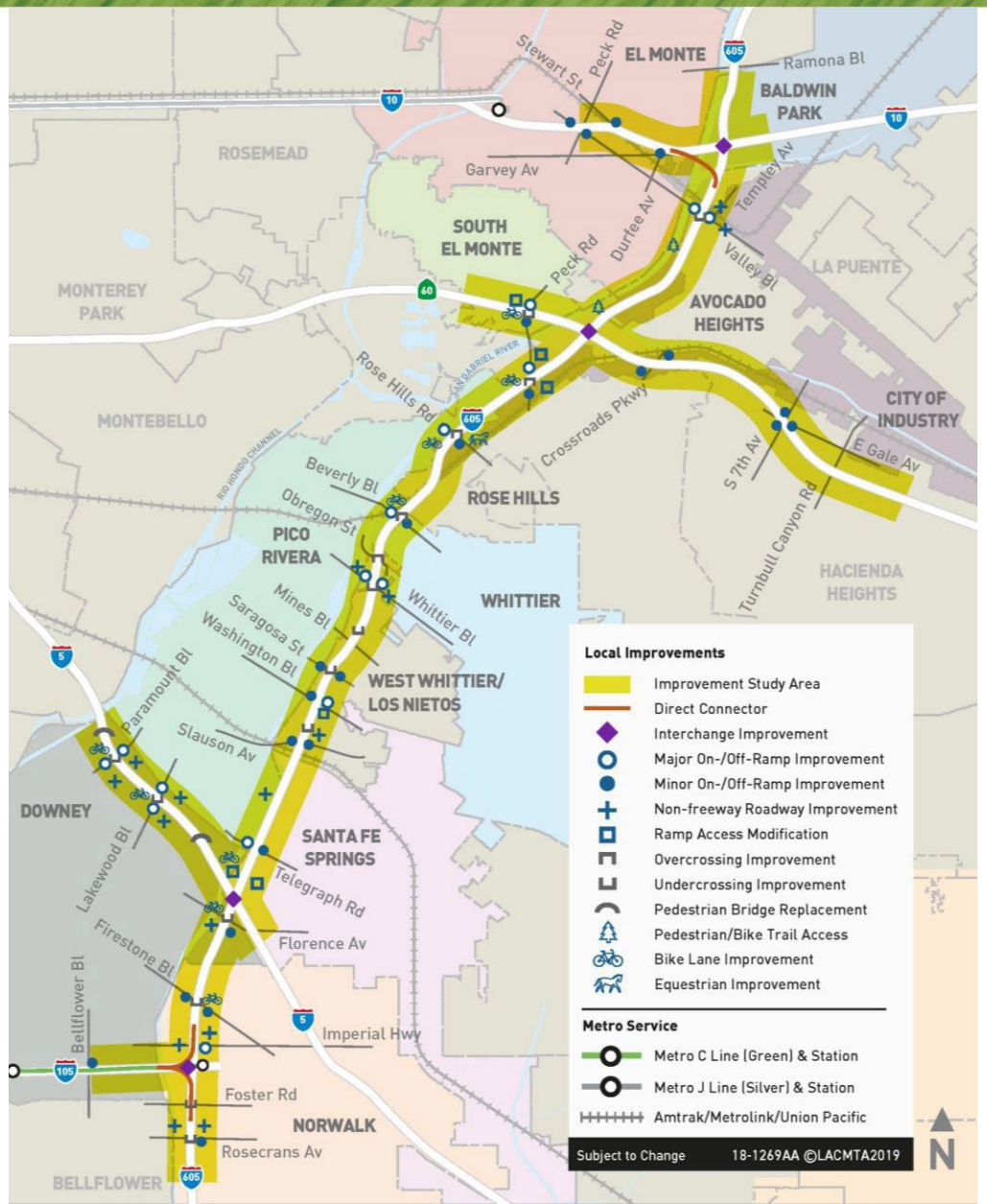
- Higher than statewide average collision rates
  - 2019-2023: 4,335 collisions resulting in injury – **201 severe injuries and 48 fatalities** within the project limits
- Segments of HOV lanes are considered ‘degraded’, operating at less than 45 mph for extended periods during peak operating hours
- Opportunity to include multimodal and complete street improvements to improve regional connectivity and safety for all users



What are Metro’s Goals?

- Improve safety and operations
- Enhance multimodal mobility and regional connectivity
- Increase person throughput by moving more people, not more cars
- **<u>Avoid residential displacements</u>** by accommodating the design within the Caltrans-owned right of way (ROW).

Contract History



- Metro Board authorized contracts in 2015 (Parsons Transportation Group, Inc. Contract #AE333410011375) and 2016 (HDR Engineering, Inc. Contract #AE5204200) for environmental services to complete the PAED phase of two interchange projects that were combined to create the I-605 CMIP.
- The project was paused, and the alternatives were revised to avoid residential displacements and incorporate multimodal elements following Metro Board Motion 42 in October 2020.
- Metro Board approved the re-initiation of the Project in January 2025 with revised alternatives, requiring the PAED phase to be restarted. Contract modifications are required to complete the phase.

Justification

Contributing Factors:

1. Engineering and environmental studies, and the environmental document must be redone to analyze the revised alternatives and new multimodal elements
2. Expanded scope of services and project teams to facilitate outreach and development of local multimodal and complete streets projects
3. Project management for an additional 27 months
4. Escalating labor costs

Project Status and Next Steps

2025	2025	2026	2026	2026
Spring Caltrans and local coordination multi modal framework	**Winter** Develop SOW for contract modifications	**Spring** Execute contracts and Re-start design and environmental planning	**Spring/Summer** Conduct Stakeholder workshops	**Fall/Winter** Stakeholder and community update meetings

ONGOING PUBLIC PARTICIPATION