



Board Report

File #: 2026-0294, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2026

SUBJECT: SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the list of eligible SR-710 North Mobility Improvement Projects (MIP) in Attachment A;
- B. AUTHORIZING the Chief Executive Officer or their designee to:
 - 1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park as recommended in Attachment A;
 - 2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena as recommended in Attachment A;
 - 3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP) as shown in Attachment B.

ISSUE

The SR-710 North MIP includes more than \$1 billion in Measure R, State, and Federal funding approved by the Board. The purpose of this report is to introduce four new MIPs (Attachment A) and associated amendments for the Regional Transportation Improvement Program (RTIP) (Attachment B) for Board approval.

BACKGROUND

Upon completion of the SR-710 Gap Closure Project environmental process and adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) as the Preferred Alternative, the Board approved Motion 29.1 by Directors Fasana, Barger, Solis, Garcetti, and Najarian (Attachment C) at its May 2017 meeting, identifying the next steps and guiding the implementation of the local mobility improvement projects to bring relief to the SR-710 corridor cities in the San Gabriel Valley, the Central subregion (City of Los Angeles), and the Los Angeles County unincorporated area of East Los Angeles affected by the SR-710 freeway gap. At its February 2022

meeting, the Board approved Motion 35 by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts (Attachment D), which clarifies eligible uses for MIP funds. This action expanded the eligible categories of improvements to include bus infrastructure improvements, bikeway improvements, and pedestrian improvements.

A total of \$1,026,510,000 in Measure R, State, and Federal funds are allocated to the San Gabriel Valley cities of Alhambra, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena; and to the City and County of Los Angeles for eligible MIPs, starting in FY2020 and subject to the availability of funds. Project sponsors have initiated work on 45 MIPs. Staff has reported to the Board on the program bi-annually since December 2020.

Of the total State funds allocated, \$70,836,000 has been programmed in the RTIP. The RTIP is formula funding administered by the California Transportation Commission (CTC) that Metro is responsible for developing and managing for Los Angeles County. At its December 2025 meeting, the Board approved the 2026 RTIP and the CTC subsequently approved the 2026 RTIP in March 2026. Amendments to the RTIP require Board and CTC approval.

DISCUSSION

Since the last SR-710 MIP update, the City of Los Angeles, City of Monterey Park, and City of South Pasadena have proposed to introduce new MIPs that are in accordance with Motion 35 or to reallocate funding for previously approved MIPs. Staff reviewed the project modifications (scope, descriptions, justifications, and preliminary cost estimates), project implementation, and anticipated benefits, which are summarized below.

City of Los Angeles

The City of Los Angeles is proposing to reallocate funds from one existing MIP to another existing MIP:

- Reallocate \$15,082,146 from the Soto Street Widening Project (LA8.1.1.07) to the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06). The project would implement Class I, Class IV, and Class III bicycle facilities, along with new and widened sidewalks, accessible curb ramps, high visibility crossings, bulb-outs, lighting, shade trees, and bus stop improvements along 4.0 miles on Huntington Drive and Mission Road from Valley Boulevard to Kendall Avenue. This project will likely decrease Vehicle Miles Traveled (VMT).

The funds for the Soto Street Widening Project (LA8.1.1.07) are currently programmed in the RTIP. Metro staff will request an RTIP amendment to reprogram the funds to the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06) as shown in Attachment B. The CTC's guidelines for the RTIP require that a project or project phase programmed in the RTIP have a full funding commitment from RTIP and other committed funds to be included in the RTIP. Per the City of Los Angeles' Request Letter (Attachment F), the funds for the right-of-way phase that will remain on the Soto Street Widening Project are sufficient to complete the phase and the balance of design and construction funds for the Huntington Drive Multi-Modal Transportation Improvement Project are anticipated to come from an Active Transportation Program Cycle 8 grant. In the event that either

project fails to meet the full funding requirement due to cost increases or inability to secure the anticipated grant funds, the CTC requires that Metro delete the project from the RTIP.

City of Monterey Park

The City of Monterey Park is proposing to allocate \$5,000,000 to the following three new MIPs:

- Allocate \$2,000,000 in Measure R funds to the Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) project (MR2.5.6.02). The project would construct new sidewalks and accessible curb ramps, high-visibility crosswalks, curb extensions, and rectangular rapid flashing beacons or signal timing updates. This project will likely decrease VMT.
- Allocate \$2,500,000 in Measure R funds to the Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) project (MR2.5.6.03). The project would construct continuous sidewalks, accessible curb ramps, and marked crossings with a pedestrian refuge and Pedestrian Hybrid Beacons, and upgrade driveways, bus stops, lighting, signage, and wayfinding. This project will likely decrease VMT.
- Allocate \$500,000 in Measure R funds to the New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) project (MR2.3.6.01). The project would install dedicated protected left-turn signal phasing, upgrade the controller and cabinet with advanced vehicle detection systems, and update intersection striping, accessible curb ramps, leading pedestrian intervals, signage, wayfinding, and signal timing coordination. This project will likely increase VMT.

The funding for the three new MIPs will be drawn from the city's unallocated MIP funds, reducing the unallocated balance from \$6,598,000 to \$1,598,000. To date, the city has programmed \$98,702,000 to 10 projects.

City of South Pasadena

The City of South Pasadena is proposing to reallocate \$40,000,000 from one existing MIP to one new MIP and one existing MIP:

- Reallocate \$10,000,000 in Measure R funds from SR-110/Fair Oaks Ave Interchange Modifications (MR7.1.1.37) to the North South Fair Oaks Intelligent Transportation Systems Deployment Project (MR7.3.6.04). The project would upgrade the traffic signal system along Fair Oaks Avenue to accommodate new Intelligent Transportation System (ITS) elements, including traffic signal poles, mast arms, 12-inch signal heads, internally illuminated street name signs, video detection systems, fiber optic cable, signal controllers and cabinets, and emergency vehicle preemption, as well as new accessible curb ramps, crosswalks, and landscape medians. This project will likely increase VMT.
- Reallocate \$30,000,000 in Measure R funds from MR7.1.1.37 to the Regional Traffic Corridor Improvements project (MR7.1.1.36). The project would include Class IV protected bicycle facilities, transit stop enhancements, sidewalk upgrades, accessible curb ramps, wayfinding signage, traffic timing upgrades and synchronization, ITS improvements, and landscape beautification along 1.5 miles on Huntington Drive between Alhambra Road and Garfield Avenue and 1.8 miles on Fremont Avenue from Alhambra Road to Columbia Street. This project will likely decrease VMT.

DETERMINATION OF SAFETY IMPACT

Approval of staff's recommendations has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. The projects recommended for MIP funding will improve safety and mobility. Caltrans and local safety standards will be adhered to during the project development and implementation of the proposed projects.

FINANCIAL IMPACT

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

Should the Board approve the eligible projects set forth in Attachment A, the total number of projects eligible for MIP funds remains at 89, without exceeding the overall MIP program budget or individual MIP sponsor allocations.

Impact to Budget

The amount of \$8,950,000 is included in the FY27 proposed budget under Complete Streets & Highways Cost Centers 4730 and 0442, under SR-710 North Corridor Mobility Improvements (461315), Professional Services (502316), and Subsidies (54001) accounts.

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

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

EQUITY PLATFORM

This subsidy program affords local agencies the opportunity to develop and implement transportation projects that improve mobility, address local concerns, and provide better and safer access to key destinations (jobs, employment centers, markets, commercial centers, healthcare facilities, etc.) that may lead to more equitable outcomes.

All the MIPs are administered by local agencies, except for the City of San Gabriel, which elected to utilize Metro's Complete Streets & Highways On-Call Services Contract to expedite the project development process. Since FY20, various community outreach efforts have been conducted by MIP sponsors to inform the project development process, with many projects addressing transportation needs in or near Equity Focus Communities (EFC). Each MIP sponsor is responsible for engaging the public, key stakeholders, and community-based organizations, as necessary, depending on the proposed improvements and potential impacts.

City of Los Angeles

Community engagement for the Huntington Drive Multi-Modal Transportation Improvement Project has been intentionally equity-centered from the outset, building on earlier outreach and engagement conducted from 2023 to 2024 through surveys, public meetings, bilingual materials, targeted corridor outreach, and a Community Advisory Committee (CAC) that included school, neighborhood, cultural, disability-services, business, and community-based representatives from Lincoln Heights, El Sereno, and Rose Hills. That process helped ensure the project reflects the priorities of disadvantaged communities most affected by unsafe speeds, incomplete sidewalks, limited shade, and inadequate transit access, particularly households with limited vehicle access, students, seniors, and people with disabilities. Over half of the project limits are directly within or adjacent to EFCs.

In May 2026, the City held a CAC meeting to provide an update on the project design. Going forward, the City and its partners will continue this equity-focused approach through ongoing CAC coordination, a Public Involvement Plan, and culturally appropriate, accessible engagement at key design and implementation milestones, with particular attention to disadvantaged schools, corridor residents, and other historically underrepresented stakeholders so that community input continues to shape project delivery, public-space programming, streetscape elements, maintenance, and wayfinding.

City of Monterey Park

The City of Monterey Park has implemented a comprehensive, multilingual community engagement program to guide development of the three proposed MIPs, with focused outreach along Floral Drive, Garvey Avenue, and the Hellman Avenue and New Avenue corridor near Mark Keppel High School. Outreach included citywide surveys, walk audits, door to door canvassing, four multilingual community meetings, two virtual meetings, booths at community events, two citywide public surveys, and direct engagement with schools, businesses, and community institutions. Across all engagement channels, community members consistently emphasized the need for safer pedestrian mobility, improved school access, and enhanced multimodal connectivity, which directly shaped the development of the three new MIPs that are all located within or adjacent to EFCs.

For Floral Drive, the City met with the Brightwood Elementary School principal and safety team, held a community meeting on campus, conducted a corridor walk with East Los Angeles College staff, and performed multiple walk along assessments with residents to identify potential unsafe conditions. The City also conducted walk to school observations during drop off and pick up along Floral Drive and discussed potential safety concerns directly with parents.

During Garvey Avenue outreach, residents and businesses consistently raised concerns about potential unsafe pedestrian conditions west of Atlantic Boulevard, emphasizing the need for safer crossings and improved multimodal access.

For the Hellman Avenue and New Avenue area, the City met with the Mark Keppel High School principal and safety team, performed walk to school observations, and gathered parent feedback on potential safety challenges near the campus. A dedicated Safe Routes to School community

meeting was held at Mark Keppel High School in April 2026 to address campus area needs, including the Hellman Avenue and New Avenue intersection, and a Citywide Safety Workshop will be hosted in May 2026 at the Langley Center to gather additional feedback on the proposed improvements.

City of South Pasadena

The City of South Pasadena presented the North South Fair Oaks Intelligent Transportation Systems Deployment Project to the community at a workshop in May 2023. The workshop was well attended with over 50 community members present; seven comment cards were received. During the workshop, the community expressed support for improving accessibility and providing enhanced pedestrian and bicycle facilities. Landscaping features and preservation of bulb-outs were also requested. In addition to the May 2023 workshop, the project was discussed at the City's Mobility and Transportation Infrastructure Commission in November 2022 and the Public Works Infrastructure Commission in August 2025. Members of the community were present at both of these Commission meetings and expressed support for enhanced pedestrian accessibility. In October 2025, City Council received a summary of the input received on the project and made a design selection.

For the Regional Traffic Corridor Improvements project, a comprehensive community outreach and coordination effort has been conducted to ensure the project reflects input from a wide range of community members and stakeholders. In Summer 2023, the City began the process of collecting community feedback and preparing a report outlining design concepts. In October 2023, the City's Mobility and Transportation Infrastructure Commission held a public meeting presenting the preliminary findings and collecting initial public feedback. After the City Council approved a contract to complete the design of the project in October 2025, the City held multiple community meetings in February and March 2026 and presented to both the Public Works Infrastructure Commission in April 2026 and City Council in April, May, and June 2026 to share design concepts and listen to community feedback. In parallel, coordination with internal city departments, neighboring jurisdictions, and regional agencies has helped address operations, emergency response, and regional connectivity considerations. This iterative and feedback-driven process helped fine-tune the design concepts to holistically shape and balance the technical analysis with community priorities and interagency coordination. All meetings provided notice to the public and were well attended by residents, providing valuable feedback that is being integrated into the design.

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.* 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. Although some individual projects 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. Further, the individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes investments that encourage driving alone or increased vehicle travel by funding mobility projects along the SR-710 North Corridor. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. The MIPs in the City of Los Angeles, City of Monterey Park, and City of South Pasadena will improve accessibility and safety for pedestrians and bicyclists. Although this item may not directly contribute to achieving 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.

*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 recommendation supports Metro's Strategic Plan Goals to:

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

The recommendation also supports Metro's Objectives for Multimodal Highway Investment to:

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

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff's recommendations. This alternative is not recommended as it would be inconsistent with the Board's directive for staff to work directly with the MIP sponsors in identifying eligible projects per Motion 29.1 and could delay bringing needed multimodal transportation improvements to affected local jurisdictions.

NEXT STEPS

Upon Board approval, the MIP sponsors will be notified of the Board's decision. Staff will work with the MIP sponsors to refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the intent and direction of the Board and to execute funding agreements for the newly approved MIPs. The cities may use Metro's Multimodal Integrated Planning Project/Program Delivery On-Call Support Services contract to issue contracts/task orders, if requested, to assist in expediting the completion of the environmental and design phases for each MIP.

Staff will submit the RTIP amendment request to the CTC for notice at its October 2026 meeting and action at its December 2026 meeting.

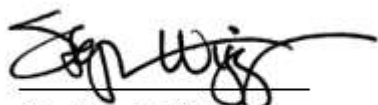
In addition, staff will continue to assist in the delivery of all MIPs and provide bi-annual reports to the Board.

ATTACHMENTS

Attachment A - Updated MIP List
Attachment B - RTIP Amendments
Attachment C - Motion 29.1
Attachment D - Motion 35
Attachment E - MIP Programmed Funds
Attachment F - City of Los Angeles Request Letter
Attachment G - City of Monterey Park Request Letter
Attachment H - City of South Pasadena Request Letters

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Chief Executive Officer

Count	MIP ID	Sponsor	Project Name	Allocated Funds	Expenditures to Date ¹
Project Type 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvements Projects					
1	MR1.1.1.01	Alhambra	I-10/SR-710 Interchange Reconfiguration	\$ 62,400,000	\$ -
2	MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration	\$ 100,000,000	\$ 1,409,700
3	MR1.1.1.03	Alhambra	I-10/Atlantic Boulevard On and Off Ramp Reconfiguration	\$ 20,000,000	\$ -
4	MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Blvd to Mission Rd]	\$ 12,973	\$ 12,973
5	MR1.1.1.04	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration	\$ 20,000,000	\$ -
6	LA8.1.1.06	Los Angeles City	Soto Street Widening Project [Valley Boulevard and UPRR]	\$ 4,000,000	\$ 1,900,368
7	LA8.1.1.07	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road] (Allocated Funds Reduced by \$15,082,146)	\$ 2,100,000	N/A
8	MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o 1-10 Freeway]	\$ 2,400,000	\$ -
9	MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]	\$ 18,202,000	\$ 88
10	MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]	\$ 700,000	\$ -
11	MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]	\$ 1,900,000	\$ -
12	MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project [s/b 1-210 Fwy to Fair Oaks Ave & California Blvd to n/b 1-210 Fwy]	\$ 2,600,000	\$ 913,766
13	MR4.1.2.08	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	\$ 6,000,000	\$ 739,090
14	MR4.1.2.09	Rosemead	I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	\$ 6,000,000	\$ 13,604
15	MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks] (Allocated Funds Increased by \$30,000,000)	\$ 40,000,000	\$ -
16	MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications (Allocated Funds Reduced by \$23,000,000)	\$ 15,000,000	\$ -
17	MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [ROW, Design & Construction] (Allocated Funds Reduced by \$17,000,000)	\$ 15,000,000	\$ -
Subtotal				\$ 316,314,973	\$ 4,989,588
Project Type 2: Local Street Intersection Improvement Projects					
18	MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$ 3,450,000	\$ 380,059
19	MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$ 3,550,000	\$ 406,307
20	MR5.2.2.06	San Gabriel	San Gabriel & Valley Boulevard Intersection Improvements Project	\$ 4,650,000	\$ 1,063,447
21	MR5.2.2.08	San Gabriel	Valley Boulevard & Del Mar Avenue Intersection Improvements Project	\$ 5,750,000	\$ 385,237
22	MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards]	\$ 8,000,000	\$ -
23	MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]	\$ 6,000,000	\$ -
Subtotal				\$ 31,400,000	\$ 2,235,049
Project Type 3: Intelligent Transportation Systems [ITS] Projects					
24	MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project (Huntington Drive to I-10 Freeway)	\$ 4,600,000	\$ 120,028
25	MR1.3.1.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project (Northerly City Limit to Montezuma/I-10 Freeway)	\$ 2,900,000	\$ 98,149
26	MR1.3.2.01	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [Huntington Drive to 1-10 Freeway]	\$ 3,600,000	\$ 91,635
27	MR1.3.2.04	Alhambra	Main Street Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	\$ 5,400,000	\$ -
28	MR1.3.2.05	Alhambra	Mission Road Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	\$ 3,000,000	\$ -
29	MR1.3.2.06	Alhambra	Valley Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	\$ 4,600,000	\$ 107,219
30	LA9.3.1.11	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$ 3,700,000	Unfunded ³
31	LA9.3.1.39	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	\$ 4,845,000	No Obligations to Date
32	LA9.3.1.57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 Intersections]	\$ 90,000	\$ 90,000
33	LA9.3.1.30	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$ 2,290,000	\$ 438,000
34	LA9.3.1.22	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$ 1,900,000	Unfunded
35	LA9.3.1.20	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$ 460,000	\$ 209,000
36	LA9.3.1.28	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$ 250,000	Unfunded
37	LA9.3.2.08	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)	\$ 2,344,000	No Obligations to Date
38	LA9.3.2.09	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W)	\$ 5,500,000	Unfunded
39	LA9.3.2.10	Los Angeles County	East Los Angeles ITS Enhancements	\$ 785,000	No Obligations to Date
40	LA9.3.2.11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)	\$ 2,900,000	Unfunded
41	LA9.3.2.12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)	\$ 2,200,000	Unfunded
42	MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]	\$ 10,500,000	\$ 819,437
43	MR2.3.6.01	Monterey Park	New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) (New Project)	\$ 500,000	\$ -
44	MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	\$ 850,000	\$ 838,605
45	MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill]	\$ 3,800,000	\$ 257,554
46	MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project	\$ 4,100,000	\$ 520,222
47	MR3.1.3.02	Pasadena	Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections)	\$ 4,500,000	\$ -
48	MR3.2.3.03	Pasadena	Metro Line L At-Grade Crossing Enhancements	\$ 2,500,000	\$ -
49	MR4.3.2.19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]	\$ 9,000,000	\$ 57,841
50	MR4.3.2.20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]	\$ 6,000,000	\$ 27,589
51	MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds]	\$ 6,030,000	\$ 4,875,210
52	MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements [Various Locations]	\$ 1,700,000	\$ 1,344,739
53	MR7.3.6.04	South Pasadena	North South Fair Oaks Intelligent Transportation Systems Deployment Project (New Project)	\$ 10,000,000	\$ -
Subtotal				\$ 110,844,000	\$ 9,895,228
Project Type 4: Transit Projects					
54	LA8.4.2.02	Los Angeles City	DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements	\$ 2,000,000	\$ 2,000,000
55	LA8.4.2.03	Los Angeles City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	\$ 1,500,000	\$ 1,500,000
56	LA8.4.2.04	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	\$ 13,462,000	\$ 3,000,000
57	LA8.4.2.05	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements	\$ 38,888,000	\$ 5,500,000
58	LA8.4.2.06	Los Angeles City	Huntington Drive Multi-Modal Transportation Improvements (Allocated Funds Increased by \$15,082,146)	\$ 32,082,146	\$ 17,000,000
59	LA8.4.2.07	Los Angeles City	Valley Boulevard Multi-Modal Transportation Improvements	\$ 29,747,854	\$ 10,000,000
60	LA9.4.2.08	Los Angeles County	El Sol Shuttle Service Improvements	\$ 16,161,000	Unfunded
61	LA9.4.2.09	Los Angeles County	Cesar Chavez Avenue Mobility Improvements	\$ 7,900,000	Unfunded
62	LA9.4.2.10	Los Angeles County	Olympic Boulevard Mobility Improvements	\$ 6,750,000	Unfunded

Count	MIP ID	Sponsor	Project Name	Allocated Funds	Expenditures to Date ¹
63	LA9.4.2.11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project	\$ 9,485,000	Unfunded
64	LA9.4.2.12	Los Angeles County	Whittier Boulevard Mobility Improvements	\$ 8,250,000	Unfunded
65	MR3.4.3.04	Pasadena	Transit Operations and Maintenance Facility	\$ 65,400,000	\$ 45,050
Subtotal				\$ 231,626,000	\$ 39,045,050
Project Type 5: Active Transportation Projects					
66	LA8.5.2.02	Los Angeles City	El Sereno Active Transportation Project & Transit Connectivity Enhancements	\$ 6,000,000	\$ 1,350,000
67	LA8.5.2.03	Los Angeles City	Northeast LA Active Transportation & Transit Connectivity Enhancements	\$ 14,400,000	\$ 1,125,000
68	LA9.5.2.04	Los Angeles County	Atlantic Boulevard Mobility Improvements	\$ 5,000,000	Unfunded
69	LA9.5.2.05	Los Angeles County	East Los Angeles Mobility Hub Project	\$ 2,000,000	Unfunded
70	LA9.5.2.06	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements	\$ 2,500,000	No Obligations to Date
71	LA9.5.2.07	Los Angeles County	East Los Angeles Vision Zero Enhancements	\$ 10,000,000	No Obligations to Date
72	LA9.5.2.08	Los Angeles County	Eastern Avenue Mobility Improvements	\$ 5,000,000	Unfunded
73	LA9.5.2.09	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements	\$ 5,000,000	Unfunded
74	LA9.5.2.10	Los Angeles City	LAC +USC Medical Center Mobility Improvements [Valley Blvd Improvements]	\$ 27,304,000	N/A
75		Los Angeles County	LA General Medical Center Infill Station Environmental Clearance Project	\$ 2,696,000	N/A
76	LA9.5.2.12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements	\$ 2,500,000	Unfunded
77	MR2.5.3.01	Monterey Park	Monterey Pass Rd Improvements (Floral to Garvey/Fremont Avenues)	\$ 20,840,000	\$ 690,368
78	MR2.5.6.02	Monterey Park	Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) (New Project)	\$ 2,000,000	\$ -
79	MR2.5.6.03	Monterey Park	Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) (New Project)	\$ 2,500,000	\$ -
80	MR3.5.3.05	Pasadena	Greenways (4 Bike Blvds- Wilson, El Molino, Sierra Bonita & Craig)	\$ 12,000,000	\$ -
Subtotal				\$ 119,740,000	\$ 3,165,368
Project Type 8: Parking Structures					
81	LA9.8.5.01	Los Angeles County	Marengo Mobility Hub Project at Los Angeles General Medical Center	\$ 10,840,000	N/A ⁷
82	MR2.8.1.02	Monterey Park	Parking Structure, Multimodal Mobility Hub & Curbside Mgt Strategies	\$ 39,160,000	\$ -
Subtotal				\$ 50,000,000	\$ -
Project Type 9: Multimodal Mobility Improvements					
83	MR1.9.4.01	Alhambra	Alhambra Bicycle and Pedestrian Improvements Project	\$ 14,387,028	\$ -
84	LA8.9.4.01	Los Angeles City	6th Street PARC & Transit Improvements Project	\$ 2,000,000	\$ -
85	MR3.9.3.06	Pasadena	Pasadena & St. John Avenues Rdwy Network (Walnut to Columbia)	\$ 75,100,000	\$ -
86	MR3.9.3.07	Pasadena	Avenue 64 Complete Streets Program	\$ 1,800,000	\$ 1,528,003
87	MR3.9.3.08	Pasadena	Columbia Street Improvements (Orange Grove to Fair Oaks)	\$ 9,900,000	\$ -
88	MR3.9.3.09	Pasadena	San Rafael Avenue Project (Between Linda Vista and Colorado)	\$ 4,800,000	\$ -
89	MR3.9.3.10	Pasadena	Orange Grove Mobility Improvement Program	\$ 5,400,000	\$ -
Subtotal				\$ 113,387,028	\$ 1,528,003
TOTAL ALLOCATED FUNDS				\$ 973,312,000	\$ 60,858,287
UNALLOCATED FUNDS - Los Angeles City²				\$ 2,500,000	
UNALLOCATED FUNDS - Monterey Park				\$ 1,598,000	
UNALLOCATED FUNDS - Pasadena				\$ 49,100,000	
TOTAL APPROVED FUNDS				\$ 1,026,510,000	

NOTES:

1. For projects with CMAQ/STBG fund assignments as outlined in Attachment A, Metro has reported the obligations to date. CMAQ/STBG fund types require an E-76, Authorization to Proceed from Caltrans to establish the reimbursement date for a period of work.

2. LA City's unallocated MIP Funds are subject to SCAG's Corrective Action; LA City must compete in the 2025 Call for Projects. These funds are no longer programmed by Metro.

Attachment B

Regional Transportation Improvement Program Amendments

Metro staff will request California Transportation Commission (CTC) approval of the following amendments:

- Deprogram \$15,082,000 from the construction of the Soto Street Widening Project (LA8.1.1.07) currently in the RTIP
- Program \$15,082,000 for the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06) as a new project with the following phases:
 - o \$3,558,000 for Plans, Specifications, and Estimates (design)
 - o \$11,524,000 for construction

The table on the next page illustrates the existing programming in the RTIP, the proposed amendments, and new programming.

This table summarizes the projects programmed in the RTIP and the proposed amendments and new programming. Dollars are in thousands.

Implementing Agency	Project Name	PPNO	Programming Status	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total	E&P	PS&E	R/W	CON
Amendments to Funding														
City of LA	Soto St Complete Streets, Multnomah-Mission	5961	Existing		2,100	15,082				17,182			2,100	15,082
			Change		0	-15,082				-15,082			0	-15,082
			Proposed		2,100	0				2,100			2,100	0
			Net Change		0	-15,082				-15,082			0	-15,082
New Project														
City of LA	Huntington Drive Multi-Modal Transportation Improvement Project	New	Existing		0		0			0		0		0
			Change		3,558		11,524			15,082		3,558		11,524
			Proposed		3,558		11,524			15,082		3,558		11,524
			Net Change		3,558	0	11,524			15,082		3,558		11,524
Net Change											0	3,558	0	-3,558

FY = State Fiscal Year

E&P = Environmental and permits

PS&E = Plans, specifications, and estimates

R/W = Right of way

CON = Construction



Board Report

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

Agenda Number: 29.1

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

Motion by:

FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN

May 25, 2017

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

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

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

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

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

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



Board Report

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

Agenda Number: 35.

REGULAR BOARD MEETING FEBRUARY 24, 2022

Motion by:

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

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

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

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

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

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

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

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

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

RECOMMENDATION

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

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

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds (\$)												Allocated Funds (\$)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total ^{1,2}	
Project Type 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvements Projects																		
1		MEASURE R	MR1.1.1.01	Alhambra	I-10/SR-710 Interchange Reconfiguration Project						1,000,000	3,500,000	4,500,000	4,500,000	20,000,000	28,900,000	62,400,000	62,400,000
2		MEASURE R	MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project				4,000,000	4,000,000	4,000,000	30,600,000	38,100,000	19,300,000			100,000,000	100,000,000
3		MEASURE R	MR1.1.1.03	Alhambra	I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project						1,800,000	2,000,000	5,000,000	11,200,000			20,000,000	20,000,000
4		MEASURE R	MR1.1.1.04	Alhambra	I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project						1,800,000	2,000,000	5,000,000	11,200,000			20,000,000	20,000,000
5		MEASURE R	MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Boulevard to Mission Road]		12,972										12,972	12,972
6		PC 25	LA8.1.1.06	Los Angeles	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	4,000,000											4,000,000	4,000,000
7	CHG	RIP	LA8.1.1.07	Los Angeles	Soto Street Widening Project [Multnomah Street to Mission Road] (Allocated Funds Reduced by \$15,082,146)								2,100,000				2,100,000	2,100,000
8		MEASURE R	MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o 1-10 Freeway]		25,000	350,000	200,000	175,000	1,000,000	650,000					2,400,000	2,400,000
9		MEASURE R	MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]			5,000	90,000	810,000	770,000	10,850,000	5,677,000				18,202,000	18,202,000
10		MEASURE R	MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]		25,000	75,000	600,000								700,000	700,000
11		MEASURE R	MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]		25,000	175,000	50,000	1,650,000							1,900,000	1,900,000
12		MEASURE R	MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project [s/b 1-210 Fwy to Fair Oaks Ave & California Blvd to n/b 1-210 Fwy]		130,000	260,000	2,210,000								2,600,000	2,600,000
13		MEASURE R	MR4.1.2.08	Rosemead	1-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements		300,000	500,000	200,000	4,600,000	400,000						6,000,000	6,000,000
14		MEASURE R	MR4.1.2.09	Rosemead	1-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements		150,000	350,000	200,000	200,000	4,700,000	400,000					6,000,000	6,000,000
15	CHG	MEASURE R	MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks] (Allocated Funds Increased by \$30,000,000)							500,000	10,600,000	15,000,000	10,000,000	3,900,000	40,000,000	40,000,000
16	CHG	MEASURE R	MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications (Allocated Funds Reduced by \$23,000,000)										7,500,000	7,500,000	15,000,000	15,000,000
17	CHG	MEASURE R	MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [ROW, Design & Construction] (Allocated Funds Reduced by \$17,000,000)										7,500,000	7,500,000	15,000,000	15,000,000
Project Type 2: Local Street Intersection Improvement Projects																		
18		MEASURE R	MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	2,240,000			1,210,000								3,450,000	3,450,000
19		MEASURE R	MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	2,310,000			1,240,000								3,550,000	3,550,000
20		MEASURE R	MR5.2.2.06	San Gabriel	San Gabriel and Valley Boulevard Intersection Improvements Project	3,080,000			1,570,000								4,650,000	4,650,000
21		MEASURE R	MR5.2.2.08	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements Project	3,850,000			1,900,000								5,750,000	5,750,000
22		MEASURE R	MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards]								500,000	1,000,000	2,000,000	4,500,000	8,000,000	8,000,000
23		MEASURE R	MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]								500,000	1,000,000	1,500,000	3,000,000	6,000,000	6,000,000
Project Type 3: Intelligent Transportation Systems [ITS] Projects																		
24		MEASURE R	MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [TSSP]			10,000	40,000	20,000	100,000	1,850,000	2,580,000				4,600,000	4,600,000
25		MEASURE R	MR1.3.1.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]			5,000	25,000	20,000	90,000	1,500,000	1,260,000				2,900,000	2,900,000
26		MEASURE R	MR1.3.2.01	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [Huntington Drive to 1-10 Freeway]			10,000	20,000	20,000	90,000	2,260,000	1,200,000				3,600,000	3,600,000
27		MEASURE R	MR1.3.2.04	Alhambra	Main Street Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]							500,000	3,000,000	1,900,000			5,400,000	5,400,000
28		MEASURE R	MR1.3.2.05	Alhambra	Mission Road Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]							300,000	1,800,000	900,000			3,000,000	3,000,000
29		MEASURE R	MR1.3.2.06	Alhambra	Valley Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]			20,000	40,000	20,000	500,000	2,500,000	1,520,000				4,600,000	4,600,000
30		UNFUNDED ³	LA9.3.1.11	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)												-	3,700,000
31		CMAQ	LA9.3.1.39	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)						1,931,000	2,914,000					4,845,000	4,845,000
32		CMAQ	LA9.3.1.57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 intersections]						90,000						90,000	90,000

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds (\$)												Allocated Funds (\$)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total ^{1,2}	
33		CMAQ/RIP	LA9.3.1.30	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)					438,000		852,000	1,000,000				2,290,000	2,290,000
34		UNFUNDED	LA9.3.1.22	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)												-	1,900,000
35		CMAQ	LA9.3.1.20	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)					209,000		251,000					460,000	460,000
36		UNFUNDED	LA9.3.1.28	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)												-	250,000
37		CMAQ	LA9.3.2.08	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)						1,055,000	1,289,000					2,344,000	2,344,000
38		UNFUNDED	LA9.3.2.09	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W)												-	5,500,000
39		CMAQ	LA9.3.2.10	Los Angeles County	East Los Angeles ITS Enhancements							785,000					785,000	785,000
40		UNFUNDED	LA9.3.2.11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)												-	2,900,000
41		UNFUNDED	LA9.3.2.12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)												-	2,200,000
42		MEASURE R	MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]			10,000	40,000	200,000	550,000	4,450,000	5,250,000				10,500,000	10,500,000
43	NEW	MEASURE R	MR2.3.6.01	Monterey Park	New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) (New Project)								100,000	400,000			500,000	500,000
44		MEASURE R	MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	425,000	425,000										850,000	850,000
45		MEASURE R	MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill]			494,000	1,900,000	1,406,000							3,800,000	3,800,000
46		MEASURE R	MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project					550,000	150,000	200,000	3,200,000				4,100,000	4,100,000
47		MEASURE R	MR3.1.3.02	Pasadena	Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections)							450,000	900,000	3,150,000			4,500,000	4,500,000
48		MEASURE R	MR3.2.3.03	Pasadena	Metro Line L At-Grade Crossing Enhancements						250,000	500,000	750,000	1,000,000			2,500,000	2,500,000
49		MEASURE R	MR4.3.2.19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]			20,000	50,000	100,000	500,000	3,500,000	2,500,000	2,330,000			9,000,000	9,000,000
50		MEASURE R	MR4.3.2.20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]			15,000	45,000	100,000	200,000	1,640,000	2,000,000	2,000,000			6,000,000	6,000,000
51		MEASURE R	MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds]	100,000	1,565,000	1,465,000									3,130,000	6,030,000
52		MEASURE R	MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements [Various Locations]	100,000	600,000										700,000	1,700,000
53	NEW	MEASURE R	MR7.3.6.04	South Pasadena	North South Fair Oaks Intelligent Transportation Systems Deployment Project (New Project)								4,000,000	6,000,000			10,000,000	10,000,000
Project Type 4: Transit Projects																		
54		CMAQ	LA8.4.2.02	Los Angeles	DASH El Sereno/City Terrace Route Expansion & Bus Stop Enhancements			2,000,000									2,000,000	2,000,000
55		CMAQ	LA8.4.2.03	Los Angeles	DASH Highland Park/Eagle Rock Bus Stop Enhancements			1,500,000									1,500,000	1,500,000
56		STBG	LA8.4.2.04	Los Angeles	Eagle Rock Boulevard Multi-Modal Transportation Improvements	1,000,000	1,000,000	1,000,000	3,000,000	1,100,000							7,100,000	13,462,000
57		STBG/CMAQ	LA8.4.2.05	Los Angeles	Eastern Avenue Multi-Modal Transportation Improvements	1,000,000	1,000,000	6,600,000	5,400,000	4,000,000	6,388,000	6,000,000					30,388,000	38,888,000
58	CHG	STBG/RIP	LA8.4.2.06	Los Angeles	Huntington Drive Multi-Modal Transportation Improvements (Allocated Funds Increased by \$15,082,146)	750,000	750,000	1,000,000	1,000,000	1,000,000	4,500,000	8,000,000	3,558,000	11,524,146			32,082,146	32,082,146
59		STBG/RIP	LA8.4.2.07	Los Angeles	Valley Boulevard Multi-Modal Transportation Improvements	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	4,000,000	2,000,000	1,647,854				15,647,854	29,747,854
60		UNFUNDED	LA9.4.2.08	Los Angeles County	El Sol Shuttle Service Improvements												-	16,161,000
61		UNFUNDED	LA9.4.2.09	Los Angeles County	Cesar Chavez Avenue Mobility Improvements												-	7,900,000
62		UNFUNDED	LA9.4.2.10	Los Angeles County	Olympic Boulevard Mobility Improvements												-	6,750,000
63		UNFUNDED	LA9.4.2.11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project												-	9,485,000
64		UNFUNDED	LA9.4.2.12	Los Angeles County	Whittier Boulevard Mobility Improvements												-	8,250,000
65		MEASURE R	MR3.4.3.04	Pasadena	Transit Operations and Maintenance Facility					2,547,334	3,992,666	13,080,000	19,620,000	26,160,000			65,400,000	65,400,000

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds (\$)												Allocated Funds (\$)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total ^{1,2}	
Project Type 5: Active Transportation Projects																		
66		STBG	LA8.5.2.02	Los Angeles	El Sereno Active Transportation Project & Transit Connectivity Enhancements	300,000	600,000	1,000,000	1,000,000	1,800,000	1,300,000						6,000,000	6,000,000
67		STBG/RIP	LA8.5.2.03	Los Angeles	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	250,000	500,000	1,000,000	1,000,000	3,900,000	1,250,000		6,500,000				14,400,000	14,400,000
68		UNFUNDED	LA9.5.2.04	Los Angeles County	Atlantic Boulevard Mobility Improvements												-	5,000,000
69		UNFUNDED	LA9.5.2.05	Los Angeles County	East Los Angeles Mobility Hub Project												-	2,000,000
70		CMAQ	LA9.5.2.06	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements						350,000	1,375,000					1,725,000	2,500,000
71		CMAQ	LA9.5.2.07	Los Angeles County	East Los Angeles Vision Zero Enhancements						1,250,000	5,500,000					6,750,000	10,000,000
72		UNFUNDED	LA9.5.2.08	Los Angeles County	Eastern Avenue Mobility Improvements												-	5,000,000
73		UNFUNDED	LA9.5.2.09	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements												-	5,000,000
74		RIP	LA9.5.2.10	Los Angeles	LAC+USC Medical Center Mobility Improvements [Valley Blvd Improvements]							9,432,000	17,872,000				27,304,000	27,304,000
75		MEASURE R		Los Angeles County	LA General Medical Center Infill Station Environmental Clearance Project						2,696,000						2,696,000	2,696,000
76		UNFUNDED	LA9.5.2.12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements												-	2,500,000
77		MEASURE R	MR2.5.3.01	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues)					1,638,000	4,981,000	13,675,000	546,000				20,840,000	20,840,000
78	NEW	MEASURE R	MR2.5.6.02	Monterey Park	Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) (New Project)								300,000	1,700,000			2,000,000	2,000,000
79	NEW	MEASURE R	MR2.5.6.03	Monterey Park	Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) (New Project)								500,000	2,000,000			2,500,000	2,500,000
80		MEASURE R	MR3.5.3.05	Pasadena	Greenways (4 Bike Boulevards - Wilson, El Molino, Sierra Bonita & Craig Avenues)						1,200,000	2,400,000	3,600,000	4,800,000			12,000,000	12,000,000
Project Type 8: Parking Structures																		
81		MEASURE R	MR2.8.1.02	Monterey Park	Parking Structure, Multimodal Mobility Hub & Curbside Management Strategies						2,000,000	15,000,000	15,000,000	7,160,000			39,160,000	39,160,000
82		RIP	LA9.8.5.01	Los Angeles County	Marengo Mobility Hub Project at Los Angeles General Medical Center												-	10,840,000
Project Type 9: Multimodal Mobility Improvements																		
83		MEASURE R	MR1.9.4.01	Alhambra	Alhambra Bicycle and Pedestrian Improvements Project						60,028	940,000	9,950,000	3,437,000			14,387,028	14,387,028
84		MEASURE M	LA8.9.4.01	Los Angeles	6th Street PARC & Transit Improvements Project						2,000,000						2,000,000	2,000,000
85		MEASURE R	MR3.9.3.06	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia)						7,510,000	15,020,000	22,530,000	30,040,000			75,100,000	75,100,000
86		MEASURE R	MR3.9.3.07	Pasadena	Avenue 64 Complete Streets Program					810,000	810,000	180,000					1,800,000	1,800,000
87		MEASURE R	MR3.9.3.08	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue)						990,000	1,980,000	2,970,000	3,960,000			9,900,000	9,900,000
88		MEASURE R	MR3.9.3.09	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard)							480,000	960,000	3,360,000			4,800,000	4,800,000
89		MEASURE R	MR3.9.3.10	Pasadena	Orange Grove Mobility Improvement Program								540,000	4,860,000			5,400,000	5,400,000
TOTAL ALLOCATED FUNDS																		973,312,000
UNALLOCATED FUNDS FOR CITY OF LOS ANGELES ⁴																		2,500,000
UNALLOCATED FUNDS FOR CITY OF MONTEREY PARK																		1,598,000
UNALLOCATED FUNDS FOR CITY OF PASADENA																		49,100,000
TOTAL APPROVED FUNDS																		1,026,510,000

Notes:

1. Programming is subject to Strategic Planning's review and concurrence for local funds (this no longer applies to LA City and LA County; see Note 2 below). Locally funded projects with no programming have not coordinated a funding plan with Metro.
2. LA City and LA County's programming reflects what is approved in the FTIP. CMAQ/STBG fund assignments that were not programmed before the federal corrective action are subject to the competitive SCAG's Call for Project process. LACMTA will pursue RIP funding as made available for LA Sponsor Requests.
3. Projects labeled as unfunded received CMAQ/STBG fund assignments and were unable to program the funds before the federal competitive action. Unfunded projects must compete in SCAG's Call for Project for CMAQ/STBG funds.
4. LA City's unallocated MIP Funds are subject to SCAG's Corrective Action; LA City must compete in the 2025 Call for Projects. These funds are no longer programmed by Metro.



YSABEL JURADO
L.A. CITY COUNCIL MEMBER
DISTRICT 14

June 3, 2026

Ray Sosa
Chief Planning Officer
One Gateway Plaza
Los Angeles, CA 90012

Subject: Request to Reprogram RIP Funds from the Soto Street Widening Project Between Multonomah Street and Mission Road to the Huntington Drive Multi-Modal Transportation Improvement Project

The Bureau of Engineering (BOE) and Council District 14 (CD-14) request to reprogram \$15.082 million in State Transportation Improvement Program–Regional Improvement Program (STIP-RIP) construction funds currently programmed to the Soto Street Widening Project to the Huntington Drive Multi-Modal Transportation Improvement Project. The proposed reprogramming of \$15.082 million in State Transportation Improvement Program–Regional Improvement Program (STIP-RIP) construction funds from the Soto Street Widening Project to the Huntington Drive Multi-Modal Transportation Improvement Project is as follows:

- \$3,558,000 – Preliminary Engineering (PE) / PS&E Phase for the Huntington Drive Multi-Modal Transportation Improvement Project in FY 2026/27.
- \$11,524,000 – Construction (CON) Phase for Huntington Drive Segments 1 and 2 in FY 2028/29.

Only \$15.082M in STIP-RIP funds are available to transfer from LAF7109 to LAMIP104. The funds are currently programmed to LAF7109 in state fiscal year 27-28. The City may request reprogramming to a different state fiscal year, but the California Transportation Commission (CTC) may not approve.

The proposed reprogramming of funds to the Huntington Drive Multi-Modal Transportation Improvement Project will:

- Advance Huntington Drive Segments 1 and 2 from approximately 65% design to 100% PS&E, including preparation of final construction documents.

- Fund construction improvements and project elements that are ineligible for reimbursement under the Active Transportation Program (ATP).
- Complement anticipated ATP Cycle 8 funding and help ensure Huntington Drive Segments 1 and 2 are fully funded for construction.

This approach allows BOE and Council District 14 to continue advancing priority transportation improvements by maintaining progress on the Soto Street Bridge Replacement Project through PS&E completion while strategically reallocating available RIP construction funds to the Huntington Drive Multi-Modal Transportation Improvement Project. The reprogrammed funds will support final design and construction of Segments 1 and 2, complement anticipated ATP funding, and deliver enhanced safety, mobility, and connectivity benefits for the communities along the Huntington Drive corridor.

If the Huntington Drive project is successful in securing ATP Cycle 8 funding, it will provide a significant opportunity to leverage additional state, regional, and federal funding sources. Advancing Segments 1 and 2 will strengthen the project's competitiveness for future grant opportunities and help position the remaining corridor segments for subsequent funding and implementation.

If LAMIP104 does not receive an ATP Cycle 8 grant, the project is no longer eligible for STIP-RIP funds per the STIP Guidelines' requirement for projects to be fully funded. Metro will deprogram the STIP-RIP funds from LAMIP104 and reprogram the funds to another Metro priority project

If LAMIP104 cannot allocate the STIP-RIP funds and the funds lapse, Metro will not replace the lapsed STIP-RIP funds with new STIP-RIP funds.

BOE and CD-14 acknowledges transferring the STIP-RIP funds to the SR710 Huntington Drive Project (FTIP# LAMIP104) will require the City to cooperate with Metro staff on the following Metro Board actions:

- Amendment of the SR-710 North Mobility Improvement Program
- Amendment of the STIP Regional Transportation Improvement Program
- Amendment of the Call for Projects

BOE and CD-14 proposes to maintain the currently programmed RIP funds for the Soto Street Project as follows:

- \$3,367,000 in Surface Transportation Program–Local Return (STPL-R) funds (LAF7109) for the Preliminary Engineering (PE) Phase in FY 2025/26

- \$2,100,000 in STIP-RIP funds (LA8.1.1.07) for the Right-of-Way (ROW) Phase in FY 2026/27

These funds will allow the Soto Street Widening Project to continue advancing through final design and achieve 100% Plans, Specifications, and Estimates (PS&E) completion, positioning the project for future construction funding opportunities.

Should you have any questions, please do not hesitate to contact Senior Civil Engineer Scott Gibson at scott.gibson@lacity.org

Sincerely,

A handwritten signature in black ink, appearing to read "Ysabel Jurado". The signature is fluid and cursive, with the first name "Ysabel" and last name "Jurado" clearly distinguishable.

Ysabel Jurado
Los Angeles City Councilmember, 14th District

CITY OF MONTEREY PARK

320 West Newmark Avenue • Monterey Park • California 91754-2896
www.montereypark.ca.gov



City Council
Henry Lo
Vinh Ngo
Jose Sanchez
Thomas Wong
Elizabeth Yang

City Clerk
Maychelle Yee

City Treasurer
Amy Lee

December 8, 2025

Lucy Delgadillo, Senior Director
LAMTA Highway Program
One Gateway Plaza, Mail Stop 99-022-8
Los Angeles, CA 90012

December 8, 2025

Subject: Request for Allocation of \$5M in Unallocated Measure R 710 Funds for Pedestrian Mobility and Safety Improvements

Dear Ms. Delgadillo,

On behalf of the City of Monterey Park, thank you for your continued partnership and support of our transportation and mobility initiatives. Following our recent presentation, we respectfully request the allocation of **\$5 million from the City's unallocated Measure R 710 funds** to advance three critical pedestrian mobility and safety projects. These projects directly align with Metro's Measure R Corridor Mobility Investment Plan (CMIP) priorities of safety, equity, accessibility, and multimodal improvements.

Project 1: Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue)

Floral Drive serves East Los Angeles College (ELAC) and multiple nearby elementary and middle schools, generating high student pedestrian activity. Currently, the north side of Floral Drive lacks sidewalks, ADA-compliant ramps, and safe crossings, creating significant safety and accessibility challenges.

Proposed Improvements:

- Construction of new sidewalks and ADA curb ramps with detectable warnings
- High-visibility crosswalks and enhanced striping/markings
- Curb extensions (bulb-outs) and daylighted corners to improve drivers' sight distance
- Rectangular Rapid Flashing Beacons (RRFBs) or signal timing updates to enhance crossings

Key Outcomes:

- Safer school routes for students traveling to ELAC and surrounding schools
- Full ADA compliance, eliminating barriers for people with disabilities, seniors, and families
- Improved visibility and reduced collision risk at critical intersections
- Encouragement of active transportation and walkability in the community

Project 2: Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive)

Garvey Avenue is a heavily traveled commercial and transit corridor, serving seniors, transit-dependent residents, and local businesses. The corridor suffers from missing sidewalks, insufficient curb ramps, and a lack of safe pedestrian crossings, creating accessibility gaps and safety hazards.

Proposed Improvements:

- Construction of continuous sidewalks and PROWAG-compliant curb ramps
- Marked crossings with pedestrian refuges and Pedestrian Hybrid Beacons (PHBs)
- Driveway and bus stop accessibility upgrades
- Enhanced lighting, signage, and wayfinding improvements

Key Outcomes:

- Continuous ADA-compliant pedestrian paths along a busy transit corridor
- Safer access to transit stops and commercial destinations for residents
- Improved pedestrian safety through marked crossings and refuges
- Strengthened connectivity between neighborhoods, schools, and businesses

Project 3: New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School)

The intersection of New Avenue and Hellman Avenue experiences heavy school traffic during morning drop-off and afternoon pick-up periods. Recent accidents involving students crossing Emerson Street underscore the urgent need for enhanced safety measures. Currently, the signal lacks a dedicated left-turn phase, creating turning conflicts and congestion during peak hours.

Proposed Improvements:

- Installation of dedicated protected left-turn signal phasing
- Controller and cabinet upgrades with advanced vehicle detection systems
- Intersection restriping and ADA curb ramp adjustments
- Leading Pedestrian Intervals (LPI) where warranted
- Updated signage, wayfinding, and optimized signal timing coordination

Key Outcomes:

- Reduced turning conflicts, improving safety for students and drivers
- Safer crossings for Mark Keppel High School students, particularly at Emerson Street
- Decreased delays during critical school peak hours
- Enhanced operations for transit buses and emergency vehicles

Funding Request and Alignment

Together, these three projects represent a comprehensive investment in pedestrian safety and mobility, directly supporting the City of Monterey Park's Vision Zero, Complete Streets, and climate action goals and aligns with LA Metro's funding criteria. The requested **\$5 million allocation** will allow the City to proceed with design and construction, while leveraging additional funding opportunities such as ATP Cycle 8.

We respectfully request Metro's approval to program the unallocated Measure R 710 funds toward the Floral Drive, Garvey Avenue, and New/Hellman intersection projects. These investments will deliver immediate and lasting benefits to Monterey Park residents, ensuring safer, more accessible, and more equitable transportation networks.

Thank you for your consideration and continued collaboration. Please feel free to contact me or our Capital Improvement Program Manager, Mr. Ziad Mazboudi, zmazboudi@montereypark.ca.gov, 626-532-2018, should you require additional information.

Sincerely,



Shawn Igoo
Public Works Director
City of Monterey Park
sigoo@montereypark.ca.gov
626-307-1320



CITY OF SOUTH PASADENA

PUBLIC WORKS DEPARTMENT

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: (626) 403-7240 • FAX: (626) 403-7241

WWW.SOUTHPASADENACA.GOV

March 24, 2026

Ms. Lucy Delgadillo
Senior Director
Complete Streets and Highways
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

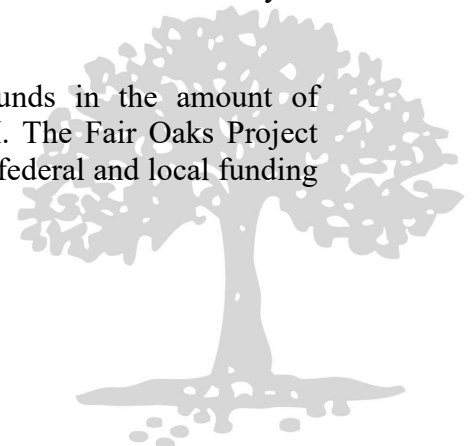
Ms. Delgadillo:

The City of South Pasadena requests to add a new MIP and shift MIP Measure R funding as follows:

\$10,000,000 from SR-110/Fair Oaks Ave Interchange Modifications (MR7.1.1.37), to program Design/PS&E and Construction of a new MIP, the North South Fair Oaks Intelligent Transportation Systems Deployment Project (Fair Oaks Project).

The Fair Oaks Project will upgrade the entire traffic signal system along Fair Oaks Avenue to accommodate new Intelligent Transportation System (ITS) elements, including the installation of new traffic signal poles, mast arms, 12-inch signal heads, Internally Illuminated Street Name Signs (IISNS), vehicular, pedestrian and bicycle Video Detection Systems (VDS), fiber optic cable from City Hall to the future Traffic Management Center at the Public Works Yard, signal controllers and cabinets at the intersections of Fair Oaks Avenue/Huntington Drive and Fair Oaks Avenue/Columbia Street, and Emergency Vehicle Preemption (EVP) Systems. In addition to the ITS installation, the Project will rebuild curb ramps and paint crosswalks to satisfy ADA compliance requirements and increase pedestrian safety at intersections. The Project also includes reconstruction of some landscape medians at several locations to increase visibility of oncoming traffic for left-turning vehicles.

The Fair Oaks Project received authorization for federal Rogan funds in the amount of \$9,343,563. The City will also contribute a local cost share of \$1.2M. The Fair Oaks Project design is roughly 70% complete, however the cost estimate exceeds the federal and local funding



available. We are therefore requesting the fund transfer for Design/PS&E and Construction to program this new MIP.

The City is prioritizing the completion of the Fair Oaks Project and the Huntington Fremont Regional Traffic Corridors Improvement Project (MR7.1.1.36) and is not ready to begin work on the SR-110/Fair Oaks Ave Interchange Modifications Project (MR7.1.1.37) at this time.

Should you have any questions regarding this project, please contact Michael Vartanians, City Engineer, at mvarianians@southpasadenaca.gov

Sincerely,

Signed by:

Michael Vartanians

D047379235194CA...

Michael Vartanians

City Engineer

South Pasadena Public Works Department





CITY OF SOUTH PASADENA

PUBLIC WORKS DEPARTMENT

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: (626) 403-7240 • FAX: (626) 403-7241

WWW.SOUTHPASADENACA.GOV

June 1, 2026

Ms. Lucy Delgadillo
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza
Los Angeles, CA 90012

Re: Huntington Drive and Fremont Avenue Corridor Improvements Project

Ms. Delgadillo,

Thank you for taking the time to meet with us on April 14, 2026 regarding our **Huntington Drive and Fremont Avenue Corridor Improvements Project**. As discussed during the meeting our team has been working through conceptual design alternatives, community outreach, and stakeholder input.

Based on feedback we have received from community engagement, stakeholders, and city council direction we are looking to expand the scope of the project to provide the following improvements on two key throughfares in the City of South Pasadena along **1.5-miles on Huntington Drive** between Alhambra Road and Garfield Avenue and **1.8-miles on Fremont Avenue** from Alhambra Road to Columbia Street:

- **Protected Class IV directional and two-way cycle track bicycle facilities**
- **Metro Transit Stop enhancements through upgraded street furniture, signage, and lighting improvements**
- **Metro A Line and Grevelia Street bicycle and pedestrian enhancements**
- **Huntington Drive and Fair Oaks Avenue slip lane closures**
- **Pedestrian-level lighting, sidewalk upgrades, ADA curb ramp improvements, and wayfinding signage**
- **Traffic signal improvements, timing upgrades and synchronization**
- **ITS Fiber Optic Communications and System Integration**
- **Landscape beautification**



Based on our discussion and additional due diligence our team has been working on the following **action items** from the meeting.

- A. Huntington/Fremont Alternatives with Preliminary Cost Estimate**
- B. Huntington/Fremont Parking Data**
- C. Huntington/Fremont Funding Agreements, Scope, Schedule, and Budget**
- D. SR-110/Fair Oaks Interchange Scope, Schedule, and Budget**

A. Huntington/Fremont Alternatives with Preliminary Cost Estimate

Based on community engagement and stakeholder involvement we have received strong feedback for protected bicycle facilities along the two corridors. **Huntington Drive Option 3** and **Fremont Avenue Option 2A** are the current recommended alternatives for the project.



To implement this design, we have developed the following preliminary cost estimate based on the two alternatives. A detailed Preliminary Opinion of Probable Construction Cost (OPCC) can be found in **Attachment A**.

Huntington Drive and Fremont Avenue Preliminary Opinion of Probable Construction Cost (OPCC)	
Construction Items Sub-Total	\$ 34,177,832
Contingency (10%)	\$ 3,417,783
Total Construction Costs	\$ 37,595,616
PS&E Engineering (10%)	\$ 3,759,562
Construction Engineering Support (10%)	\$ 3,759,562
Planning	\$ 288,950
PA/ED	\$ 212,212
Total	\$ 45,615,901

B. Fremont Avenue Parking Data

During our planning phase our team collected parking data along both corridors to determine the feasibility of parking removal to accommodate bicycle facilities and update streets to follow new daylighting requirements (AB 413).

Based on the data collected our analysis determined there would be some parking that would need to be accommodated on sides streets along Fremont Avenue. Detailed parking information and analysis can be found in **Attachment B**.

C. Huntington/Fremont Funding Agreements Scope, Schedule, and Budget

Original Funding Agreements for the project were prepared prior to understanding the full purpose and need of the project to **develop community corridors focused on improving user safety, integrated protected bicycle facilities, and reducing vehicle speeds, while preserving neighborhood character**.

The City has been able to leverage various funding sources for the project; however, due to the expanded scope, needs additional funds to complete the implementation of the project. A detailed project schedule can be found in **Attachment C**.

Existing Project Funding Sources

Below are the existing various funding sources allocated to the project.

Funding Source	Amount
Measure M - Metro Active Transportation (MAT)	\$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	\$10,000,000
710 Local Alternative Transportation Improvement Program (LATIP)	\$323,000
City Metro Measure M Local Return	\$112,795
City Metro Measure R Local Return	\$146,690
Total	\$16,638,645

Proposed Measure R Reprogramming

The City proposes the following reprogramming of funds to complete the various projects. A full summary of the reprogramming amounts and fiscal years can be found in **Attachment D**.

Projects	Original	Proposed
North-South Fair Oaks Ave ITS Project	\$0	\$10 Million*
Huntington Dr & Fremont Ave	\$10 Million	\$40 Million**
SR-110 Ramp Project	\$70 Million	\$30 Million**
	\$80 Million	\$80 Million

*Reprogrammed by Metro Board Box in November 2025; Agreement Amendment 1 executed in February 2026.

**Requested reprogrammed to be approved by Metro.

Measure M Funding Agreement

The current Measure M Funding Agreement includes funding for PA&ED, PS&E and CON totaling \$6,056,160. These funds are subject to the following upcoming lapse dates. To avoid losing funds the project is on an expedited timeline to complete planning, design, and construction. The original and amended funding agreements can be found in **Attachment E** and **Attachment F**.

Fiscal Year	Amount	Lapse Date
FY 24/25	\$912,600	6/30/2027
FY 25/26	\$4,977,660	6/30/2028
FY 26/27	\$165,700	6/30/2029

Measure R Funding Agreement

The LA Metro Board of Directors programmed \$10M in funding for the Project. The Measure R Funding Agreement currently includes \$1.1M in funding for the PA&ED and PS&E phases; the \$8.9M for the CON phase, and, if approved, the requested reallocation, will be added to a future amendment to bring the total to \$40M. The funding agreement can be found as **Attachment G**.

Fiscal Year	Amount	Lapse Date
FY 24/25	\$140,000	6/30/2027
FY 25/26	\$960,000	6/30/2028
FY 26/27	\$4,500,000	6/30/2029
FY 27/28	\$4,000,000	6/30/2030
FY 28/29	\$400,000	6/30/2031

D. SR-110/Fair Oaks Interchange Scope, Schedule, and Budget

We understand reallocation of Measure R Funds from the SR-110/Fair Oaks Interchange would reduce the project's available budget, but the shift reflects the high-priority need identified by the community to implement critical bicycle, pedestrian, and vehicle safety improvements. The City is currently working on an RFP to select a design consultant for the project by late summer with alternatives to be prepared by late 2026.

Thank you again for your consideration of this request. Should you have any questions regarding this project, please contact our City Engineer, Michael Vartaninas, at mvarianians@southpasadenaca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Hileman", followed by a horizontal line.

Todd Hileman
City Manager





SR-710 North Mobility Improvement Projects



PLANNING & PROGRAMMING COMMITTEE

JULY 15, 2026

FILE # 2026-0294

Recommendation

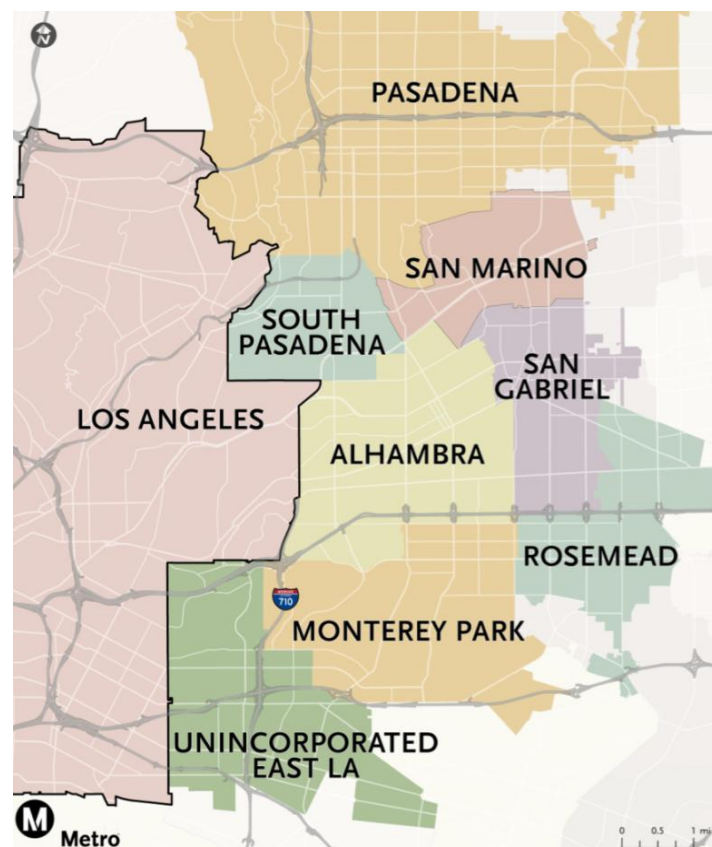
CONSIDER:

- A. APPROVING** the list of eligible SR-710 North Mobility Improvement Projects (MIP) in Attachment A;
- B. AUTHORIZING** the Chief Executive Officer or their designee to:
 - 1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park as recommended in Attachment A;
 - 2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena as recommended in Attachment A;
 - 3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP) as shown in Attachment B.



Program Background

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



Progress Summary

PROJECT TYPE & DESCRIPTION	EXPENDITURES TO DATE (\$)*
1 - Local Street/Road & Freeway Interchange Mobility and Operational Improvements	\$4,989,588
2 - Local Street Intersection Improvements	\$2,235,049
3 - Intelligent Transportation Systems (ITS)/Signal Improvements	\$9,895,228
4 - Transit Improvements	\$39,046,050
5 - Active Transportation Improvements	\$3,165,368
8 - Parking Structure, Multimodal Mobility & Curbside Management Strategies	\$0
9 - Multimodal Mobility Improvements	\$1,528,003

*As outlined in Attachment A, Metro is the programming agency for LA City and LA County MIPs and does not receive direct expenditure reporting for federal funds.

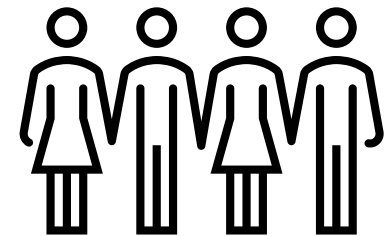


Equity

CITY OF LOS ANGELES – Equity-centered community engagement included surveys, public meetings, bilingual materials, targeted corridor outreach, and Community Advisory Committee with school, neighborhood, cultural, disability-services, business, and community-based representatives.

CITY OF MONTEREY PARK – Multilingual community engagement included citywide surveys, walk audits, door-to-door canvassing, multilingual community meetings, virtual meetings, booths at community events, citywide public surveys, and direct engagement with schools, businesses, and community institutions.

CITY OF SOUTH PASADENA – Community engagement included workshops and presentations to the City’s Mobility and Transportation Infrastructure Commission, Public Works Infrastructure Commission, and City Council.



Next Steps

- > Staff will continue to assist in the delivery of all MIPs, provide bi-annual updates on program progress via Board Box, and report to the Board for sponsor requests as required.
- > Staff will submit the RTIP amendment request to the CTC for notice at its October 2026 meeting and action at its December 2026 meeting.

