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September 4, 2020

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON 
CHIEF EXECUTIVE OFFICER

FROM: JAMES DE LA LOZA 
CHIEF PLANNING OFFICER

SUBJECT: SENATE BILL 1 (SB 1) CYCLE 2 APPLICATION STATUS

ISSUE

Metro staff reported through a recent Board Box (June 8, 2020) their use of the Evaluative Criteria Framework, which was reintroduced to the Board in September 2019 (File # 2019-0601), to identify candidate projects to submit for competitive grant programs. This Board Box serves as a follow-up to that communication and provides the Board with an update on the final ten projects, valued at \$2.4 billion, that were submitted for State SB 1 funding. Metro has requested \$752.8 million of State SB 1 funding to implement these ten projects. Five of the ten projects were submitted as joint nominations in partnership with the California Department of Transportation (Caltrans) including the recommendation for a total of \$171.5 million in the State's 40% share of Trade Corridor Enhancement Program (TCEP) funds across all four Metro TCEP projects.

DISCUSSION

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, created the Local Partnership Program, comprised of Formulaic (LPP-F) and Competitive (LPP-C) components, the Solutions for Congested Corridors Program (SCCP) and the Trade Corridor Enhancement Program (TCEP). Each of these programs is designed to support major State priorities to leverage transportation funding raised locally by self-taxing jurisdictions, to support congestion reduction through multimodal solutions within some of the most chronically congested highway corridors in the State and to support the development of the State's trade corridors, through which flow goods that support the State's economy, respectively. These SB 1 programs, administered by the California Transportation Commission (CTC), are well suited to leverage funding raised by LA

County taxpayers through Proposition A (1980), Proposition C (1990), and more specifically, Measure R (2008) and Measure M (2016).

In Cycle 1 of these SB 1 funding programs, Metro secured over \$789 million of \$2.8 billion available statewide. In aggregate Cycle 2 of these funding programs provides Metro with an opportunity to compete for a projected total of over \$2.3 billion. From January to March 2020, the CTC adopted guidelines and released calls for projects for each of these programs. Metro staff participated in the development of these guidelines and reported in June 2020 on the strategy for identifying candidate projects for these programs using Metro's Evaluative Criteria Framework.

Once the candidate projects were identified, staff worked with internal and external project teams to develop the final scope, budgets, and schedules for each project. Through that process three projects initially identified as candidates were either eliminated and/or replaced by other projects due to uncertainty around implementation of related projects.

- After internal discussion, it was determined that the lack of certainty around funding of the larger improvements on the I-405 created too much risk to carry forward an individual application for soundwalls on the portion of the I-405 between El Segundo and Rosecrans Boulevards included in the Retrofit Soundwall Program Phase II.
- After multiple conversations with CTC staff regarding the I-710 Clean Truck Program (CTP), it was determined that the lack of confirmation from the Environmental Protection Agency on an approved scope for the CTP, the lack of a Record of Decision for the overall I-710 Project, and Article XIX-related restrictions on SB 1 funding for non-mitigation-based rolling stock for a highway project all created too much risk to carry forward an application for the CTP this cycle.
- After multiple conversations with Caltrans staff regarding the SR-71 Phase 2 project, it was determined that the lack of project readiness, including coordination with the Union Pacific Railroad on the structural design of the crossing of their tracks below SR-71, created too much risk to carry forward an application for the project this cycle.

Over the past three months, Metro submitted one formulaic application and nine competitive grant applications to these programs, requesting \$752.8 million for projects valued at \$2.4 billion in construction costs. The projects provide much-needed environmental, economic and travel benefits that exceed the costs of construction, as evidenced by their benefit/cost ratios ranging from 1.1 to 7.59. Specifically, the projects collectively will reduce CO₂ emissions by nearly 567,000 tons over twenty years, create 15,727 jobs throughout the periods of construction, generate \$1.5 billion in highway travel time savings over twenty years, increase transit and roadway throughput by millions of passengers annually and enable 20.5 million more trucks to be accommodated annually.

Attachment A provides information about the projects that Metro submitted for funding. Attachment B includes fact sheets for each application which are currently posted on the CTC's website.

Through extensive collaboration with Caltrans, five of the ten Metro projects were submitted as joint nominations in partnership with Caltrans. These projects included the I-105 ExpressLanes application in the SCCP and all four project applications in the TCEP. The \$428.9 million in combined TCEP funding requests also included recommendations by Caltrans for a total of \$171.5 million in the State's 40% share of TCEP funds across all four Metro TCEP projects.

NEXT STEPS

Metro staff will report back on the outcomes of these applications following the CTC's decision-making timeline. CTC staff will release funding recommendations for all three programs on November 12, 2020. The CTC will adopt final awards at its meeting on December 2-3, 2020.

ATTACHMENTS

Attachment A – Projects Submitted by Metro for SB 1 Cycle 2 Consideration
Attachment B – SB 1 Application Fact Sheets

Projects Submitted by Metro for SB 1 Cycle 2 Consideration

| Program | Project Name | Project Description | Total Project Cost (\$ in millions) | SB 1 Funding Request (\$ in millions) |
|--|--|---|--|--|
| Local Partnership Program - Formulaic | Metro Red and Purple Line Core Capacity Improvements | <ul style="list-style-type: none"> • Construction of a widened portal and turnback facility at Division 20. • The Project will enable combined two-minute headways on the B and D Lines. | \$801.8 | \$112.5 |
| | | SUBTOTAL | \$801.8 | \$112.5 |
| Local Partnership Program - Competitive | NextGen Bus Speed & Reliability Improvements | <ul style="list-style-type: none"> • Implementation of speed and reliability improvements from Metro NextGen Transit First Service Plan, including all-door boarding, transit signal priority, and bus priority lanes. • The Project will increase travel time savings, increase ridership, improve safety, and reduce VMT. | \$50.0 | \$25.0 |
| | I-710 Early Action Soundwall Package 2 | <ul style="list-style-type: none"> • Construction of four new soundwalls and aesthetic treatment of existing soundwalls along the I-710 in the communities of Bell Gardens, Bell, Compton, and East Los Angeles • The Project will reduce exposure to roadway noise, toxins, and emissions. | \$11.7 | \$5.8 |
| | I-710 Early Action Soundwall Package 3 | <ul style="list-style-type: none"> • Construction of one new soundwall, reconstruction of fourteen soundwalls, and aesthetic treatment of existing soundwalls along the I-710 in the City of Long Beach. • The Project will reduce exposure to roadway noise, toxins, and emissions. | \$52.0 | \$25.0 |
| | I-210 Soundwall Improvements Project, Phase IV | <ul style="list-style-type: none"> • Construction of four soundwall segments along the I-210 in the City of La Canada Flintridge. • The Project will reduce exposure to roadway noise, toxins, and emissions. | \$11.0 | \$5.5 |
| | | SUBTOTAL | \$124.7 | \$61.3 |

| Program | Project Name | Project Description | Total Project Cost (\$ in millions) | SB 1 Funding Request (\$ in millions) |
|--|---|--|--|--|
| Solutions for Congested Corridors Program | I-105 ExpressLanes Project: Solution for the Congested I-105 Corridor | <ul style="list-style-type: none"> • Converts the existing HOV lane into a high-occupancy toll (HOT) lane and adds a second HOT lane (also referred to as ExpressLanes) in each direction on the Interstate 105 (I-105) freeway, and includes weave lanes, auxiliary lanes, additional ramp metering, and new soundwalls. • The Project will reduce vehicle hours of delay, improve safety and increase passenger throughput. | \$689.1 | \$150.0 |
| | | SUBTOTAL | \$689.1 | \$150.0 |
| Trade Corridor Enhancement Program | SR-57/60 Confluence Chokepoint Relief Program | <ul style="list-style-type: none"> • Eliminates weaving of mixed traffic (trucks and passenger vehicles) where SR-57 and SR-60 converge, and improves traffic flow and safety by reducing the frequency of severe and fatal crashes. • The Project supports California's economic competitiveness by improving the state's worst truck bottleneck, which connects Southern California's major seaports, warehousing clusters and intermodal facilities to the rest of the state and the nation. | \$420.2 | \$217.9 |
| | LA County Freight Efficiency Project at Malabar Yard | <ul style="list-style-type: none"> • Converts BNSF Railway's Malabar Yard to offset the loss of intermodal rail car storage at BNSF's West Bank Yard due to the Link US project, thereby ensuring freight rail operational efficiency in serving the nation's largest intermodal freight rail hub and critical rail network capacity for both freight and passenger rail along shared use corridor. •The Project supports California's freight system competitiveness by securing freight rail capacity to avoid volume diversion to out-of-state ports. | \$84.7 | \$65.2 |

Attachment A

| Program | Project Name | Project Description | Total Project Cost (\$ in millions) | SB 1 Funding Request (\$ in millions) |
|---------|--|---|--|--|
| | SR-91 Goods Movement Corridor Projects | <ul style="list-style-type: none"> •Modifies the I-605/SR-91 interchange connections and upgrades the corridor to current design standards and adds an auxiliary lane on a segment of the eastbound SR-91. •The Project enhances safety and improves speed and throughput for freight and passenger vehicles, reducing vehicle delay and travel time reliability. | \$240.9 | \$118.0 |
| | I-710 Integrated Corridor Management Project | <ul style="list-style-type: none"> • Actively manages traffic during incidents to benefit trucks and passenger vehicles on I-710 freeway and adjacent arterials through integration of various real-time traveler information and Intelligent Transportation Systems (signal synchronization, routing assistance, changeable messaging signs, etc.) to ensure traffic flow and avoid secondary collisions. • The Project will achieve corridor-wide traffic system optimization through coordination among fifteen agencies, and benefit truck mobility on the I-710 corridor and ensure access to goods movement facilities, including the Ports of Los Angeles and Long Beach, while minimizing air quality, safety and congestion impacts on adjacent communities. | \$40.0 | \$27.8 |
| | | SUBTOTAL | \$785.8 | \$428.9 |
| | | TOTAL | \$2,401.4 | \$752.8 |

Attachment B – SB 1 Application Fact Sheets

Metro Red and Purple Line Core Capacity Improvements

Program

2020 Local Partnership Program - Formulaic

Project Sponsor

Los Angeles County Metropolitan Transportation Authority

Project Scope

To achieve combined two-minute headways on the Metro Red and Purple Lines, the Division 20 Yard Portal will be widened and the tracks will be modified to allow cross-over and improved access to the current Division 20 Yard. The Division 20 Yard will contain a new turnback facility that will double the number of trains per hour that can travel in each direction through the section of the Metro Rail system that serves both the Metro Red and Purple Lines.

Cost and Schedule

The following table details project cost and schedule by phase.

| Component | Cost (in thousands) | Start | End |
|--------------|---------------------|---------------|--------------|
| PA&ED | \$7,293 | December 2016 | October 2018 |
| PS&E | \$12,656 | November 2017 | May 2019 |
| R/W | \$104,384 | October 2017 | June 2019 |
| CON | \$676,837 | April 2020 | January 2024 |
| Total | \$801,800 | -- | -- |

Benefits (Outputs/Outcomes)

Union Station is currently a major obstacle to increased train frequency throughout the heavy rail system, allowing for only 15 trains per hour in each direction. Its configuration can also result in service disruptions and delay as trains must switch tracks before entering the station. The project will double the number of trains that can be turned around at Union Station from 15 to 30 trains per hour. This will help the Metro Red and Purple Lines meet future demand by reducing wait times, avoiding crowding, and improving the reliability of the heavy rail system.

In addition, the project will reduce greenhouse gas emissions, increase Metro Rail boardings, reduce vehicle miles travelled throughout the region, improve access to jobs for disadvantaged communities, reduce congestion, and increase connectivity to the regional transit system.

2020 Local Partnership Program (Competitive) Fact Sheet

| | |
|----------------------------|--|
| Project Title | NextGen Bus Speed & Reliability Improvements |
| Nominating Agency | Los Angeles County Metropolitan Transportation Authority (Metro) |
| Implementing Agency | Los Angeles County Metropolitan Transportation Authority (Metro) |
| Project Location | NextGen Tier One bus network on corridors in the City of Los Angeles and Los Angeles County. |
| Scope | Metro is seeking funding to implement speed and reliability improvements called for in the NextGen Transit First Service Plan. Improvements include all-door boarding, transit signal priority and bus priority lanes focusing on the highest frequency bus corridors in Los Angeles. The Project consists of three components: Expanding transit signal priority throughout the NextGen Tier One high frequency bus network; Bus-priority lane infrastructure on up to 80 lane-miles of Tier One Bus Corridors in the City of Los Angeles; Equipping buses that serve the Tier One and Two bus networks with TAP bus mobile validators to allow all-door boarding |
| Cost | Total Project Cost: \$50,000,000 Total LPP-C Request: \$25,000,000 |
| Schedule | PA&ED: 12/01/20 - 06/01/21 PS&E: 03/01/21 - 02/28/23 R/W: N/A Begin CON: 06/30/21 End CON: 06/30/24 |
| Benefits | Benefits of the speed and reliability improvements include travel time savings for Metro's customers 53% of whom use buses on the Tier One bus network; attracting new riders to Metro's bus service, safety benefits for all modes on the corridors due to reduced conflict between modes, and reduced VMT, GHG and emissions. |

2020 Local Partnership Program – Competitive Fact Sheet

| | |
|----------------------------|--|
| Project Title | I-710 Early Action Soundwalls Package 2 |
| Nominating Agency | Los Angeles County Metropolitan Transportation Authority (Metro) |
| Implementing Agency | Metro |
| Project Location | Soundwall Improvements along Interstate 710 (I-710), north of the State Route 91 (SR-91) to the SR-60, in the communities of Bell, Bell Gardens, Compton, and East Los Angeles |
| Scope | The Project consists of constructing new soundwalls and improving existing soundwalls along the I-710 freeway corridor from north of SR-91 to SR-60. The proposed new soundwalls would be constructed in advance of the proposed I-710 South Corridor Project (EA 249900) and would be constructed in locations that would attenuate noise levels from the existing freeway and would be compatible with the future I-710 corridor freeway widening projects. In addition to constructing new soundwalls, aesthetic treatment such as staining and landscaping of existing soundwalls would also occur in locations where feasible. |
| Cost | Total Project Cost: \$11,690,000 Total LPP-C Request: \$5,845,000 |
| Schedule | PA&ED: December 2012 PS&E: October 2020 R/W: November 2020 Begin CON: November 2021 End CON: November 2022 |
| Benefits | Benefits of the installed soundwalls are reduced noise levels, reduced exposure to emissions (particulate matter) from vehicles on the I-710 freeway, and improved health and quality of life for disadvantaged and low-income communities along the corridor. The solid barriers will reduce near-road downwind concentrations of increasing vertical dispersion of pollutants emitted by vehicles, such as PM10 concentrations, by an estimated 20 percent. In addition, there is a safety benefit; for locations currently without walls, the Project will prevent vehicle intrusion into residents' backyards in the event of a freeway collision. |

2020 Local Partnership Program – Competitive Fact Sheet

| | |
|----------------------------|---|
| Project Title | I-710 Early Action Soundwalls Package 3 |
| Nominating Agency | Los Angeles County Metropolitan Transportation Authority (Metro) |
| Implementing Agency | Metro |
| Project Location | Soundwall Improvements along Interstate 710 (I-710) and I-405 in City of Long Beach |
| Scope | The Project consists of constructing new soundwalls, reconstructing existing soundwalls, and improving existing soundwalls along the I-710 freeway corridor from south of State Route 91 (SR-91) to the Pacific Coast Highway and along the I-405 freeway corridor from I-710 to Atlantic Avenue. The proposed new and improved soundwalls would be constructed in advance of the proposed I-710 South Corridor Project (EA 249900) and would be constructed in locations that would attenuate noise levels from the existing freeway and would be compatible with the future I-710 corridor freeway widening projects. The reconstructed soundwalls would will include aesthetic improvements to be consistent with the proposed I-710 corridor design themes. The improved soundwalls would will have aesthetic improvements throughout the corridors where feasible. |
| Cost | Total Project Cost: \$52,000,000 Total LPP-C Request: \$25,000,000 |
| Schedule | PA&ED: September 2016 PS&E: October 2020 R/W: September 2020 Begin CON: November 2021 End CON: November 2022 |
| Benefits | Benefits of the installed soundwalls are reduced noise levels, reduced exposure to emissions (particulate matter) from vehicles on the I-710 freeway, and improved health and quality of life for disadvantaged and low-income communities along the corridor. The solid barriers will reduce near-road downwind concentrations of increasing vertical dispersion of pollutants emitted by vehicles, such as PM10 concentrations, by an estimated 20 percent. In addition, there is a safety benefit; for locations currently without walls, the Project will prevent vehicle intrusion into residents' backyards in the event of a freeway collision. |

2020 Local Partnership Program – Competitive Fact Sheet

| | |
|----------------------------|---|
| Project Title | I-210 Soundwall Improvements Project, Phase IV |
| Nominating Agency | Los Angeles County Metropolitan Transportation Authority (Metro) |
| Implementing Agency | City of La Cañada Flintridge |
| Project Location | Soundwall Locations along Interstate 210 at: 1. S298 - Waltonia Drive to Glenhaven Drive (north side of I-210) 2. S300 - La Granada Way to Vista Place (north side of I-210) 3. S318 - La Cañada Blvd. to Angeles Crest (north side of I-210) 4. S326 - Commonwealth Ave. to Oakwood Ave. (north side of I-210) |
| Scope | To mitigate excessive noise levels and air quality in the project area, the Project includes the construction of four soundwalls (including S298 and S300, which must be constructed together) on the westbound side of I-210, ranging from 12 to 14 feet high over a total of 4,410 linear feet. Generally, the soundwalls at bridge locations will be constructed along the edge of the bridge deck. The portion of the soundwalls on either side of each bridge will be located in the right-of-way adjacent to the I-210 freeway. |
| Cost | Total Project Cost: \$11,000,000 Total LPP-C Request: \$5,500,000 |
| Schedule | PA&ED: 1/25/06 PS&E: 3/30/22 R/W: 12/30/21 Begin CON: 7/4/22 End CON: 5/31/23 |
| Benefits | Benefits of the installed soundwalls are reduced noise levels, reduced exposure to toxins and emissions caused by traffic on the I-210 freeway, and improved health outcomes. The solid barriers will reduce near-road downwind concentrations of increasing vertical dispersion of pollutants emitted by vehicles, such as PM2.5 and PM10 concentrations, by an estimated 20 percent. |

| | |
|----------------------------|---|
| Project Title | I-105 ExpressLanes Project: Solution for the Congested I-105 Corridor (the “Project”) |
| Nominating Agency | Los Angeles County Metropolitan Transportation Authority (Metro) & Caltrans |
| Implementing Agency | Metro |
| Project Location | The I-105 corridor is 18.1-miles long and located in the southern part of Los Angeles County, CA beginning at State Route 1 in the City of El Segundo near LAX, and proceeds generally eastward, crossing the Los Angeles and San Gabriel Rivers, intersecting the I-405, I-110, and I-710 freeways before terminating just east of I-605 in the City of Norwalk (Figure C 7) at Studebaker Road. The I-105 ExpressLanes will be constructed along approximately 16.1-miles of the 18.1-mile long corridor and traverse the cities of El Segundo, Hawthorne, Los Angeles, Inglewood, Lynwood, South Gate, Paramount, Downey, Norwalk, and unincorporated areas of Los Angeles County. |
| Scope | The Project will convert the existing High Occupancy Vehicle (HOV) lane into a High Occupancy Toll (HOT) lane and will restripe to accommodate a second HOT lane in each direction between the I-405 and Studebaker Road, just east of the I-605 freeway. It includes 18 ingress/egress locations (eight westbound and ten eastbound) spaced two to three miles apart, weave lanes at most ingress/egress locations, new auxiliary lanes, new soundwalls, new ramp metering and California Highway Patrol enforcement/observation zones. The ExpressLanes will implement active traffic management through dynamic pricing to improve traffic flow, sustain and manage mobility, improve trip reliability, and reduce travel times.(DEIR/EA). |
| Cost | Total Project Cost: \$ 689,121,000 Total SCCP Request: \$150,000,000 |
| Schedule | PA&ED: Fall 2020 PS&E: Winter 2022 R/W: Fall 2022 Begin CON: Summer 2023 End CON: Winter 2026 |
| Benefits | The project will increase Vehicle Throughput by 71% in the HOV/HOT lanes and 0.7% in the GP lanes, for a 14% increase overall in the corridor. Person Throughput will increase by 9% in the HOV/HOT lanes and 1% in the GP lanes; and the Project will reduce Vehicle Hours of Delay 5,403 hours daily, which is up-to a 38% reduction in the HOV/HOT lanes, and up-to a 23% reduction in the GP lanes. |

Fact Sheet: State Route 57/60 Confluence Chokepoint Relief Program

Caltrans, Los Angeles County Metropolitan Transportation Authority

Contact: Michael Cano, Deputy Executive Officer | canom@metro.net |

(213)418.3010

<https://www.metro.net/projects/sr5760/>

Project Location:

LAC | Cities of Industry and Diamond Bar | SR-57/SR-60

Project Scope

The State Route 57/60 Confluence Chokepoint Relief Program ("SR-57/60" or "Project") will construct highway improvements and bypass connectors on approximately 2.5 miles of a heavily traveled freight highway to alleviate a truck bottleneck critical to the operation of Southern California's ports, intermodal, warehousing and manufacturing facilities, and export-dependent industries across the country. Key project components include construction of an additional travel lane on the northbound SR-57, construction of a new eastbound SR-60 bypass off-ramp of Grand Avenue, reconstruction of the south half of the Grand Avenue Interchange, and construction of new eastbound on-ramps from Grand Avenue.

Project Cost

Total Project Cost: \$ 420,200,000

Total TCEP Request: \$ 217,900,000

Project Schedule

| | | | | | |
|------------|------------|------------|------------|------------|------------|
| End PA&ED: | Beg PS&E: | RTL: | End R/W: | Beg CON: | End CON: |
| 12/01/2013 | 11/01/2018 | 09/30/2021 | 09/30/2021 | 05/01/2022 | 08/30/2026 |

Project Benefits

The Project would increase efficiency and reliability through SR-57 and SR-60. SR-60, as the primary east-west freight route out of the Los Angeles Basin, is critical in supporting regional and national freight flows. SR-57 serves as a critical gateway to interstates I-10 and I-40. The confluence was also ranked by the American Transportation Research Institute as the worst truck bottleneck in California, and the ninth worst truck bottleneck in the country. By improving freight flows through heavily traveled truck routes connecting Southern California's ports, warehousing clusters, and intermodal facilities, the Project would relieve severe congestion and delay that reverberate throughout the freight network. The Project would improve safety in the confluence, which is the second-highest truck accident location in California. By unlocking this chokepoint, the Project would reduce the frequency of severe and fatal crashes. Over the 20-year operations period, the Project is expected to reduce vehicular travel times by 45.2 million hours for total traffic with a value of \$456.3 million, which includes a reduction in vehicular travel time by 4.4 million hours with a value of \$69.9 million. The Project would reduce excessive lane changing in the eastbound direction, congestion in the confluence, and vehicular conflicts, resulting in improvement in overall traffic operations.

State Route 57/60 Confluence Chokepoint Relief Program

07/30/2020

Fact Sheet: The LA County Freight Rail Efficiency Project at Malabar Yard Caltrans, the Los Angeles County Metropolitan Transportation Authority

Contact: William Ridder, Executive Officer | ridderw@metro.net | (213) 922.2887

Project Location:

The City of Vernon, Los Angeles County

Project Scope:

The LA County Freight Rail Efficiency Project at Malabar Yard (the "Project") will provide replacement for intermodal railcar storage capacity that will otherwise be lost due to implementation of the Link Union Station (Link US) project. Construction to support passenger-rail improvements for the Link US project will require the removal of existing intermodal freight railcar storage tracks at BNSF's West Bank Yard. The West Bank Yard stores and stages empty intermodal railcars, which are regularly moved to and from nearby Hobart Yard, the busiest intermodal rail terminal in the country and a critical link for the Ports of Los Angeles and Long Beach. Unless replacement intermodal railcar storage capacity is provided, the loss of intermodal railcar storage capacity at West Bank Yard will necessitate that displaced intermodal railcars be stored on mainline tracks as rolling stocks to Barstow and points east, which will substantially degrade on-time service levels on the freight-rail mainlines. Therefore, the Project will convert Malabar Yard's operational and infrastructure aspects to offset the loss of intermodal rail car storage at West Bank Yard due to the Link US project. The Project will provide safety, public health, economic competitiveness, and other benefits as compared to the "No-Build" scenario. The Project components include the following:

1. *49th Street Closure*: Permanently closing the 49th Street at-grade rail crossing through the existing seven tracks at Malabar Yard, will add approximately 2,500 to 3,000 feet of uninterrupted track storage capacity, which will allow intermodal railcar sets to be stored at this facility.
2. *The Los Angeles Junction (46th Street) Connector*: Constructing approximately 750 feet of new track to connect Malabar Yard with the Los Angeles Junction Railway (LAJ) through East 46th Street in the city of Vernon will provide a short direct route between LAJ and Malabar Yard, which will maintain existing BNSF customer service in the city of Vernon.
3. *Fruitland Avenue Restriping*: Creating one new travel lane in each direction through restriping of the existing right-of-way, will minimize impacts to vehicular traffic from the 49th Street closure.

Project Cost:

| | | | |
|---------------------|--------------|---------------------|--------------|
| Total Project Cost: | \$84,738,000 | Total TCEP Request: | \$65,200,000 |
|---------------------|--------------|---------------------|--------------|

Project Schedule:

| | | | | | |
|------------|------------|------------|------------|------------|------------|
| End PA&ED: | Beg PS&E: | RTL: | R/W: | Beg CON: | End CON: |
| 12/31/2020 | 01/01/2021 | 02/28/2023 | 10/01/2021 | 03/01/2023 | 05/31/2024 |

Project Benefits:

The proposed improvements will offset the loss of empty freight railcar storage capacity to the BNSF West Bank Yard due to Link US and produce net present value of over \$139 million with a BCR of 2.8 over 30 years at 4 percent discounting rate. The Project benefits derive from a variety of effects, including: (1) reduced intermodal railcar miles of travel, (2) reduced Operation & Maintenance costs for maintenance of grade crossings and locomotives; (3) reduced transportation handling costs for empty intermodal railcars; (4) reduced delay times for manifest railcar customers in the Project area; (5) improved mainline rail network capacity to support regional freight rail growth; and (6) avoided truck VMT, VHT, and fuel consumption due to loss of mainline rail network capacity and diversion of rail-served demand to long-haul trucking. The Project implementation will also result in 556 jobs created during construction.

Fact Sheet:**State Route 91 (SR-91) Goods Movement Corridor Projects (Project)
Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro)**

Contact: Michael Cano, Deputy Executive Officer | canom@metro.net | (213) 418-3010

Project Location:

Cities of Long Beach, Artesia, and Cerritos, Los Angeles County

Project Scope:

The Project is comprised of two of Metro's SR-91 Early Action Projects (EAPs) which are part of the I-605 "Hot Spots" Program. The EAPs included in this Trade Corridor Enhancement Program (TCEP) application are the I-605/SR-91 Interchange Improvements (EA 29811) and the Eastbound SR-91 Atlantic Avenue to Cherry Avenue (EA 35460) projects. The proposed Project provides operational and safety improvements that would reduce truck congestion and increase safety on these heavily used freight corridors. The I-605/SR-91 interchange connections would be modified to add capacity on the connector ramps and upgrade the corridor to current design standards. Additionally, an auxiliary lane on eastbound SR-91 would be provided from the southbound I-710/eastbound SR-91 connector ramp in the west to the Cherry Avenue undercrossing in the east.

Project Cost:

I-605/SR-91 Interchange Improvements

| | | | |
|---------------------|---------------|---------------------|--------------|
| Total Project Cost: | \$114,300,000 | Total TCEP Request: | \$69,670,000 |
|---------------------|---------------|---------------------|--------------|

Eastbound SR-91 Atlantic Avenue to Cherry Avenue

| | | | |
|---------------------|--------------|---------------------|--------------|
| Total Project Cost: | \$79,293,000 | Total TCEP Request: | \$48,332,000 |
|---------------------|--------------|---------------------|--------------|

Project Schedule:

I-605/SR-91 Interchange Improvements

| | | | | | |
|------------|------------|------------|------------|------------|------------|
| End PA&ED: | Beg PS&E: | RTL: | Beg R/W: | Beg CON: | End CON: |
| 01/18/2019 | 12/16/2019 | 12/31/2021 | 01/01/2020 | 12/01/2022 | 12/01/2025 |

Eastbound SR-91 Atlantic Avenue to Cherry Avenue

| | | | | | |
|------------|------------|------------|------------|------------|------------|
| End PA&E: | Beg PS&E: | RTL: | Beg R/W: | Beg CON: | End CON: |
| 02/02/2021 | 06/01/2019 | 08/03/2021 | 04/10/2020 | 02/01/2023 | 01/31/2026 |

Project Benefits:

The Project improves throughput while reducing travel times for freight and passenger travel utilizing the corridor. Specifically, the Project is expected to accommodate a total of 13,328,653 additional truck trips from 2026 to 2046, compared to the No-Build scenario. While additional truck throughput will be accommodated, the Project is expected to avoid 1,689,508 person-hours traveled related to truck trips over the 20-year period, which is the equivalent of \$56,331,850 in travel time savings. The reduction in truck delay will lead to more efficient travel into and around the San Pedro Bay Ports. The safety improvements to the corridor are expected to avoid one fatality, 366 injuries, and 646 crashes resulting in property-damage only over the 20-year period. These safety benefits are particularly significant for the corridor, which currently experiences accident rates that are higher than the state's average.

Fact Sheet:**Interstate 710 Integrated Corridor Management (ICM) Project
Caltrans, the Los Angeles County Metropolitan Transportation Authority**

Contact: Michael Cano, Deputy Executive Officer | canom@metro.net | (213) 418.3010

Project Location:

LAC | I-710 between SR-91 and SR-60

Project Scope:

The Project will integrate and upgrade, as necessary, real-time traveler information and intelligent transportation system (ITS) technologies, currently managed by 15 local agencies and Caltrans along the I-710 corridor between SR-91 and SR-60, into an integrated corridor management (ICM) system. The ICM system will actively manage traffic during non-recurring congestion to benefit both trucks and passenger vehicles on the nation's most vital goods movement corridor. The Project will support the freeway capacity to maintain truck travel speed during incidents, actively manage diverted passenger vehicles off the I-710 onto adjacent arterials to minimize impacts from such traffic on local arterial network. The Project implementation elements include but are not limited to local traffic signal equipment upgrades and signal synchronization, improvements to interagency field communication devices, and improvements to the LA County's Information Exchange Network and Regional Integration of Intelligent Transportation Systems networks. The Project is part of the Transportation System Management (TSM)/Travel Demand Management (TDM) and ITS improvements under the Locally Preferred Alternative 5C of the I-710 Corridor Project EIR/EIS.

Project Cost:

| | | | |
|---------------------|--------------|---------------------|--------------|
| Total Project Cost: | \$40,000,000 | Total TCEP Request: | \$27,800,000 |
|---------------------|--------------|---------------------|--------------|

Project Schedule:

| | | | | | |
|------------|------------|------------|------|------------|------------|
| End PA&ED: | Beg PS&E: | RTL: | R/W: | Beg CON: | End CON: |
| 04/01/2021 | 12/01/2021 | 12/31/2022 | N/A | 04/30/2023 | 10/30/2025 |

Project Benefits:

During congestion caused by incidents, trucks on I-710 often must remain on the freeway with no available alternative routes. This Project will improve reliability of freight movement for trucks through operational efficiency gains. As a result, trucks will experience shorter idling time and reduced travel times on the I-710 corridor. The Project will ensure traveler safety by minimizing secondary collisions through technology-focused solutions. The Project will result in enhanced travel time reliability for all users, improved air quality corridor-wide, and actively managed local road traffic. Enhancing truck travel time reliability will benefit the productivity of the logistics industry and contribute to Southern California's economic vitality and competitiveness. The Project is estimated to result in \$125.2 million of monetized benefits at a benefit-cost ratio of 4.6.