



The I-5 Consortium Cities Joint Powers Authority

For the preservation of communities while enhancing freeway capacity

AGENDA

JOINT MEETING OF THE POLICY BOARD AND ADMINISTRATIVE ENTITY OF THE INTERSTATE CONSORTIUM CITIES JOINT POWERS AUTHORITY

**MONDAY, FEBRUARY 22, 2021 - 2:00 PM
VIA ZOOM/TELECONFERENCE AT**

Member Cities:

- Commerce
- Downey
- La Mirada
- Norwalk
- Santa Fe Springs

<https://us02web.zoom.us/j/9198840879?pwd=TmUxNGtVQzNEcVcxZE92d0lybEJZZz09>

**Or Telephone: 1 669 900 9128 US
Meeting ID: 919 884 0879
Passcode: 12345**

NORWALK CITY HALL 12700 NORWALK BLVD. NORWALK, CA 90650	SANTA FE SPRINGS CITY HALL 11710 E. TELEGRAPH RD. SANTA FE SPRINGS, CA 90670	COMMERCE CITY HALL 2535 COMMERCE WAY COMMERCE, CA 90040
DOWNEY CITY HALL 11111 BROOKSHIRE AVE. DOWNEY, CA 90241	LA MIRADA CITY HALL 13700 LA MIRADA BLVD. LA MIRADA, CA 90638	

ROLL CALL

PUBLIC COMMENT

CONSENT CALENDAR

Consent Calendar items will be considered and approved in one motion unless removed by Policy Board member for discussion

- 1.1 APPROVAL OF PREVIOUS MEETING MINUTES – JANUARY 25, 2021
Recommendation: Approve
- 1.2 I-5 JPA CHECK REGISTER
JANUARY 16, 20210 – FEBRUARY 15, 2021
Recommendation: Approve
- 1.3 FEDERAL TRANSPORTATION REPORT
Jim Dykstra – Edington, Peel and Associates
Recommendation: Approve

End of Consent Calendar

- 2.0 I-5 TREE PLANTING CONTRACT (#15-01) INVOICE APPROVAL & PROJECT STATUS**
Recommendation: Approve
- 3.0 I-5 STATUS REPORT FROM EXECUTIVE DIRECTOR/AUTHORITY ENGINEER**
Recommendation: Provide Direction and/or Receive and File
- 4.0 REPORT FROM CHAIR**
Recommendation: Receive and File
- 5.0 REPORT FROM BOARD MEMBERS**
Recommendation: Receive and File
- 6.0 REPORT FROM ADMINISTRATIVE ENTITY MEMBERS**
Recommendation: Receive and File
- 7.0 REPORT FROM CALTRANS, DISTRICT 7**
Recommendation: Receive and File
- 8.0 REPORT FROM METRO**
Recommendation: Receive and File

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was noticed in accordance with the Governor's Executive Order No. N-25-20. Dated this 17th day of February 2021.

Carmen Martinez

Carmen Martinez
Office Assistant II
City of Norwalk

Priscilla Moreno

Priscilla Moreno
Secretary to City Manager/City Mgr.
City of Santa Fe Springs

Amanda Luis

Amanda Luis
Office Specialist
City of Commerce

Isabel Prieto

Isabel Prieto
Administrative Clerk I
City of Downey

Susana C. Hill

Susana Hill
Executive Secretary
City of La Mirada

Public Comment: The public is encouraged to address the Board on any item or matter within the Board's purview. Please provide written comments by 11:30 a.m., April 27, 2020 via email to yvette@kes-inc.com. All written comments submitted will become part of the official record.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Clerk's office, (562) 929-5720. Assisted listening devices are available at this meeting. Ask a staff member if you desire to use this device. Upon request, the agenda and documents in the agenda packet, can be made available in appropriate alternative formats to persons with a disability. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Note: Commission agendas and minutes are available from the Staff Liaison or at the office of the City Clerk, City Hall, 12700 Norwalk Boulevard during regular business hours, 8:00 a.m. to 6:00 p.m., Monday – Thursday and 8:00 a.m. to 5:00 p.m. every other Friday; telephone (562) 929-5720.

S:Commissions/ Agendas/CommFormat Rev 7/12

**MINUTES OF THE JOINT MEETING
OF THE POLICY BOARD AND ADMINISTRATIVE ENTITY OF THE
INTERSTATE 5 CONSORTIUM CITIES JOINT POWERS AUTHORITY
VIA ZOOM TELECONFERENCE
MONDAY, JANUARY 25, 2021
2:00 P.M.**

Chair John Soria called the Board Meeting of the Interstate 5 Consortium Cities Joint Powers Authority to order at 2:03 PM.

ROLL CALL

Board Members present:

Board Member Steve DeRuse	City of La Mirada
Board Member Jay Sarno	City of Santa Fe Springs
Vice Chair Claudia Frometa	City of Downey
Board Member Rick Ramirez	City of Norwalk
Chair John Soria	City of Commerce

Board Members absent:
None.

Others present:

Jeff Boynton	City of La Mirada
John Oskoui	City of Downey
Jesus Gomez	City of Norwalk
Vilco Domic	City of Commerce
Noe Negrete	City of Santa Fe Springs
Daniel Hernandez	City of Commerce
Issam Abumuhor	Caltrans District 7
Victor Gau	Metro
Theresa Devoy	City of Norwalk
Yvette Kirrin	I-5 JPA

PUBLIC COMMENT

None

CONSENT CALENDAR

It was moved and seconded to approve the Consent Calendar, with corrections, which included the following:

- Previous Meeting Minutes – November 23, 2020
- I-5 JPA Check Register – October 16, 2020 – November 15, 2020
- I-5 Federal Transportation Report from Edington, Peel and Associates

M/S: Ramirez/Sarno

The motion was carried by the following vote:

Yes: PB Members DeRuse, Sarno, Ramirez, Vice Chair Frometa and Chair Soria

No: None

Absent: None

I-5 TREE PLANTING PROJECT (15-01) CONTRACT INVOICES APPROVAL AND PROJECT STATUS

Ms. Kirrin Briefed the group on the status of the tree planting, invoicing, Caltrans reimbursements and the current request to pay progress payment 10, for \$324,195.40.

A motion was made to approve Progress Payment 10.

M/S: DeRuse/Frometta

The motion was carried by the following vote:

Yes: PB Members DeRuse, Sarno, Ramirez, Vice Chair Frometa and Chair Soria

No: None

Absent: None

I-5 STATUS REPORT FROM EXECUTIVE DIRECTOR/AUTHORITY ENGINEER

Ms Kirrin presented this item to the group. She began with detailing the history of the EIR, including the lack of coordination prior to the fall 2020, noting that the lack of collaboration had resulted in the I-5 JPA and the Gateway Cities Council of Governments 91/605/405 Corridor Cities Committees both asking Metro to delay the release of the 605 EIR and to demand that collaboration take place to provide a locally collaborated alternative. It was noted that the Metro Board supported these positions due to the significant Right of Way impacts proposed. Metro technical staff, Caltrans, the Cities of Downey and Santa Fe Springs public works departments and the I-5 JPA Authority Engineer collaborated over the series of several meetings to not only understand each and every engineering line that was placed on the paper, but to also ask technical questions that could result in less impacts as well as policy questions that could also reduce impacts. Based on this collaboration, the Metro/Caltrans team was able to coalesce on

several design features that could be modified, resulting in a 30% reduction, or about 70 less, in Right of Way impacts.

Noe Negrete from Santa Fe Springs noted that it was a really tough process, but that he was now comfortable that this alternative provides the least number of impacts, while still fixing the freeway operations.

The concern raised by the Board was that of “optics” and supporting an alternative that still has so many property impacts. Ms. Kirrin noted that the EIR process, including the public participation, has to have a starting point, and that from a technical perspective that this is the most technically reasonable starting point, and that the process could yield comments, suggestions and recommendations that allow for impacts to be further reduced. She noted that just because you support the release of the EIR, that it doesn’t mean that you support the construction of any alternative included within it, rather you support a process that will determine all the benefits and impacts and yield a recommendation of no build or build at it’s conclusion.

Ms. Kirrin recommended that we “get out ahead of it” and be proactive vs reactive, so that we can help providing the messaging and how the process works. Noe also noted that he may have resources to help set up a hot line to collect public comments and to provide educational materials and facts about the process. Mayor Frometa expressed her appreciation for wanting to be proactive and being willing to set aside resources to support the process, but she continued to voice her concern that the optics of her supporting the alternative was not possible at this time. Ms. Kirrin offered to assist Downey in providing potential talking points if needed to respond to public concerns.

A motion was made to incorporate the locally collaborated alternative into the 605 EIR and to support the circulation of the document.

M/S: DeRuse/Ramirez

The motion was carried by the following vote:

Yes: PB Members DeRuse, Sarno, Ramirez and Chair Soria

No: Vice Chair Frometa

Absent: None

REPORT FROM CHAIRMAN

No Report.

REPORT FROM BOARD MEMBERS

No Report.

REPORT FROM ADMINISTRATIVE ENTITY MEMBERS

AE Chair Boynton brought discussed the ongoing homelessness issue along the I-5 remnant parcels near the Railroad tracks that wasn't directly impacted by construction but that encampments were increasing. Caltrans noted that they currently have direction to not disturb the encampments if they aren't delaying the project due to COVID-19. AE Member Cruz also noted that there are more and more fires, almost weekly, near the businesses, due to the homeless trying to keep warm and/or cook, and that this could become very dangerous and destructive.

REPORT FROM CALTRANS DISTRICT 7

Issam noted that four of the six segments are complete, and that Valley View optimistically would be complete in winter 2021. He noted that Florence should be complete in March 2021. Board Member Jay Sarno provided comment that he doesn't support the Caltrans use of the excess property at Orr & Day and Florence and that the City could find better ways to provide benefit to the community. Issam noted that Caltrans was willing to listen, and/or share the property, and that a discussion could continue.

REPORT FROM METRO

No Report.

ADJOURNMENT

The regular meeting was adjourned at 3:10 PM.

Chair John Soria, Chair

Jesus Gomez, Secretary

To: I-5 JPA Policy Board
From: Theresa Devoy, City of Norwalk
Date: January 15, 2021 – February 15, 2021
Item: I-5 JPA Check Register

Date Issued	Ck #	Exp Type	PY Accr	Issued to	Description	Inv. #	Invoice Amt	Deposit	Balance
1/28/2021	1698	LGL		Lagerlof LLP	Professional Services for November 2020	Final	65.00		686,965.80
1/28/2021	1699	OA		Edington, Peel & Associates	Consultation & Representation for month of January 2021		2,083.33		684,882.47
1/28/2021	1700	BM		John Soria	Policy Board Meeting October 26, 2020 and November 24, 2020		300.00		684,582.47
1/28/2021	1701	BM		Claudia Frometa	Policy Board Meeting October 26, 2020 and November 24, 2020		300.00		684,282.47
1/28/2021	1702	BM		Rick Ramirez	Policy Board Meeting October 26, 2020 and November 24, 2020		300.00		683,982.47
1/28/2021	1703	BM		Steve DeRuse	Policy Board Meeting October 26, 2020 and November 24, 2020		300.00		683,682.47
1/28/2021	1704	BM		Bill Rounds	Policy Board Meeting October 26, 2020 and November 24, 2020		300.00		683,382.47
2/1/2021	1705	BM		John Soria	Policy Board Meeting January 25, 2021		150.00		683,232.47
2/1/2021	1706	BM		Claudia Frometa	Policy Board Meeting January 25, 2021		150.00		683,082.47
2/1/2021	1707	BM		Steve DeRuse	Policy Board Meeting January 25, 2021		150.00		682,932.47
2/1/2021	1708	BM		Rick Ramirez	Policy Board Meeting January 25, 2021		150.00		682,782.47
2/1/2021	1709	CS		TreePeople	Progress Payment #10		307,985.63		374,796.84

Monthly Report by Jim Dykstra to I-5 JPA
February 1, 2021

I and the firm Edington, Peel & Associates provided a range of services during the month in support of the I-5 Joint Powers Authority. These included participation in a number of meetings, telephonic, email and fax exchanges and other communications.

I have continued to coordinate with I-5 JPA executive director Yvette Kirrin and I-5 JPA elected representatives and their staffs in Washington, DC regarding ongoing efforts on behalf of the I-5 widening initiative and the I-5 JPA's priorities and interests in the 116th Congress, providing legislative guidance and information.

The Democrats' majority in the House narrowed in the November 3 elections, but they will continue in control in the next Congress. The Democratic leadership have made clear their intention to restore congressional earmarks, which may provide opportunities for the I-5 JPA, which previously benefited from these designated expenditures prior to elimination of earmarks several years ago. This is something we will want to watch.

The focus of Congress in recent weeks has continued to be on legislation to respond to the Coronavirus crisis and to provide funding to address urgent needs resulting from the pandemic. Finally, this past week, an agreement was reached on a combined omnibus appropriations/Coronavirus relief bill, which was passed by both the Senate and House and signed into law by the President on January 28. The FY21 Transportation, Housing, Urban Development and other appropriations measures were included in the measure, averting a government shutdown or need for a further continuing resolution.

I have been providing information about the infrastructure proposal unveiled by the House Transportation and Infrastructure majority. The House on July 1 passed the measure on a largely party line vote of 233-188. Earlier, the Senate Environment and Public Works Committee unanimously approved its five-year infrastructure authorization proposal, America's Transportation Infrastructure Act (ATIA). These measures will die when this Congress comes to a close in December.

I have provided information regarding key positions for local delegation members with the Democrats in the majority in the House. Representative Lucille Roybal-Allard is chair of the Homeland Security Subcommittee of the House Appropriations Committee, and Representative Grace Napolitano is chair of the Water Resources and Environment Subcommittee of the House Transportation and Infrastructure Committee. Representative Linda Sanchez is a member of the powerful House Ways and Means Committee and its subcommittees on Oversight, Select Revenue Measures and Social Security.

I am in contact with Victor Castillo, chief of staff to Rep. Lucille Roybal-Allard; legislative director Melissa Kiedrowicz and district staff for Rep. Linda Sanchez; Joe Sheehy, legislative director to Rep. Grace Napolitano; and senior staff of House T&I Committee member Rep. Alan Lowenthal regarding legislative priorities for the I-5 JPA and transportation priorities in the region.

As part of my responsibilities, I closely monitor legislation, as well as seminars, hearings, meetings and publications of key interest to legislators and senior executive branch officials for

articles and information pertinent to the project and of possible interest and importance to member cities of the I-5 JPA. I attend Senate and House committee hearings, follow Senate and House floor proceedings, and track legislative initiatives pertinent to the project.

**AGENDA REPORT
I-5 CONSORTIUM CITIES JOINT POWERS AUTHORITY
POLICY BOARD**

Date: February 22, 2021
To: I-5 JPA Policy Board
From: Yvette Kirrin, P.E., Executive Director/Authority Engineer
Subject: I-5 Tree Planting Contract (#15-01) Project Status and Invoice Approval

Recommendation: Approve

Status of Invoicing:

The following includes a summary of the project financials. Included in the Agenda package is Progress Payment #11 for recommendation to the Policy Board to approve and pay. This Progress Payment totals \$421,619.40, less 5% retention. This includes tree planting work was completed in La Mirada, Downey and Commerce, as well as plant establishment work. Details can be found in the Progress Report itself.

I-5 JPA Accounting		\$1,000,000 Advance (Draw Down)				
Invoice/Progress Payment	Due to TreePeople (less retainage)	Retainage Held	I-5 JPA Balance	Deposit (from Caltrans	Comments	Period of Performance
				\$ 1,000,000.00	Initial Deposit	
\$ 144,011.68	\$ 136,811.10	\$ 7,200.58	\$ 855,988.32		Progress Payment 1	3/6/2019 to 6/15/2019
\$ 175,972.55	\$ 167,173.92	\$ 8,798.63	\$ 680,015.77		Progress Payment 2	06/16/2019 to 11/15/2019
\$ 310,958.66	\$ 295,410.73	\$ 15,547.93	\$ 369,057.11		Progress Payment 3	11/16/2019 to 1/24/2020
\$ 178,152.38	\$ 169,244.76	\$ 8,907.62	\$ 190,904.73		Progress Payment 4	1/25/2020 to 3/6/2020
\$ 97,389.62	\$ 92,520.14	\$ 4,869.48	\$ 93,515.11		Progress Payment 6*	3/7/2020 and 3/27/2020
\$ 189,352.98	\$ 179,885.33	\$ 9,467.65	\$ (95,837.87)		Progress Payment 7	3/30/20 and 6/20/20
\$ 162,429.08	\$ 147,425.75	\$ 8,121.45	\$ (258,266.95)		Progress Payment 8	6/29/20 and 7/31/20
			\$ 550,828.32	\$ 809,095.27	Reimbursement (Deposit) from Caltrans	
\$ 155,185.00	\$ 147,425.75	\$ 7,759.25	\$ 395,643.32		Progress Payment 9	6/29/20 and 7/31/20
\$ 324,195.40	\$ 307,985.63	\$ 16,209.77	\$ 71,447.92		Progress Payment 10	6/20/2019 to 12/05/2020**
\$ 421,619.00	\$ 400,538.05	\$ 21,080.95	\$ (350,171.08)		Progress Payment 11	12/22/20 to 1/15/21
Total Invoiced to Date =		\$ 2,159,266.35				

I-5 JPA Contract 15-01 Contract		Budget = \$5,000,000				
Total Invoice	Amt. Paid	5% Retention	Remaining Contract Balance		Comments	Period of Performance
\$ 144,011.68	\$ 136,811.10	\$ 7,200.58	\$ 4,855,988.32		Progress Payment 1	3/6/2019 to 6/15/2019
\$ 175,972.55	\$ 167,173.92	\$ 8,798.63	\$ 4,680,015.77		Progress Payment 2	06/16/2019 to 11/15/2019
\$ 310,958.66	\$ 295,410.73	\$ 15,547.93	\$ 4,369,057.11		Progress Payment 3	11/16/2019 to 1/24/2020
\$ 178,152.38	\$ 169,244.76	\$ 8,907.62	\$ 4,190,904.73		Progress Payment 4	1/25/2020 to 3/6/2020
\$ 97,389.62	\$ 92,520.14	\$ 4,869.48	\$ 4,093,515.11		Progress Payment 6*	3/7/2020 and 3/27/2020
\$ 189,352.98	\$ 179,885.33	\$ 9,467.65	\$ 3,904,162.13		Progress Payment 7	3/30/20 and 6/20/20
\$ 162,429.08	\$ 154,307.63	\$ 8,121.45	\$ 3,741,733.05		Progress Payment 8	5/26/20 and 6/26/20
\$ 155,185.00	\$ 147,425.75	\$ 7,759.25	\$ 3,586,548.05		Progress Payment 9	6/29/20 and 7/31/20
\$ 324,195.40	\$ 307,985.63	\$ 16,209.77	\$ 3,262,352.65		Progress Payment 10	6/20/2019 to 12/05/2020**
\$ 421,619.00	\$ 400,538.05	\$ 21,080.95	\$ 2,840,733.65		Progress Payment 11	12/22/20 to 1/15/21

* There is no progress payment 5 due to combining of payment requests.

** This invoice includes Plant Establishment dating back o 6/20/19, based on a monthly proration of the bid item multiplied by the trees planted.

The I-5 JPA has been reimbursed by Caltrans for \$809,095.27 including Progress Payments 1 through 4, as shown above. There was no Progress Payment No. 5, and the numbering picked back up with No. 6. We are currently waiting on a reimbursement from Caltrans for Progress Payments 6-10, totaling \$ \$928,552.08.

A request to Caltrans for reimbursement has been submitted for progress payments 6 through 10, totaling \$928,552.08.

In summary, the following activity occurred:

The following is a summary of the work completed as part of this progress payment reimbursement submittal, which included significant planting in city parks. Between 10/16 and 12/17/2020 TreePeople performed the following:

In the City of Commerce (11/9 to 11/13)

- Planted 0 Parkway Trees.

- Planted 209 Non-Parkway Trees. Species included:
 - Oak, Coastal/California Live (*Quercus agrifolia*) 106
 - Oak, Live (*Quercus virginiana*) 103
- Non-parkway planting locations included the following:
 - Bristow Park
 - Memorial Park
 - Rosewood Park
 - Veterans Park

- No Neighborhood Trees were distributed to residents.

In the City of Downey (12/8 to 12/16)

- Planted 0 Parkway Trees.

- Planted 104 Non-Parkway Trees. Species included:
 - Elm, Chinese (*Ulmus parvifolia*) 6
 - Strawberry Tree, Marina (*Arbutus x 'Marina'*) 5
 - Jacaranda (*Jacaranda mimosifolia*) 11
 - Gold Medallion Tree (*Cassia leptophylla*) 10
 - Box, Brisbane (*Tristanopsis conferta*) 28
 - Pine, Afghan/Mondell (*Pinus eldarica*) 6
 - Pine, Canary Island (*Pinus canariensis*) 2
 - Pistache, Chinese (*Pistacia chinensis*) 14
 - Tipu Tree (*Tipuana tipu*) 22
- Non-parkway planting locations included the following:
 - Rio San Gabriel Park
 - Apollo Park
 - Furman Park

- No Neighborhood Trees were distributed to residents.

In the City of La Mirada (10/16 to 12/17)

- Planted 550 Parkway Trees. Species included:
 - Box, Brisbane (*Tristaniaopsis conferta*) 269
 - Jacaranda (*Jacaranda mimosifolia*) 136
 - Pine, Fern (*Podocarpus gracilior*) 30
 - Magnolia, Southern (*Magnolia grandiflora*) 18
 - Willow, Australian (*Geijera parviflora*) 41
 - Crape Myrtle (*Lagerstroemia fauriei* Tuscaror) 16
 - Canary Island Pine (*Pinus canariensis*) 40

- Planted 509 Non-Park Trees. Species included:
 - Queen Palm (*Syagrus romanzoffiana*) 14
 - Fern Pine (*Podocarpus gracilior*) 38
 - Peppermint (*Agonis flexuosa*) 64
 - Orchid (*Bauhinia purpurea*) 59
 - Gold Medallion (*Cassia leptophylla*) 40
 - Camphor (*Cinnamomum camphora*) 29
 - Australian Willow (*Geijera parviflora*) 50
 - Brisbane Box (*Lophostemon confertus*) 63
 - Southern Magnolia (*Magnolia grandiflora*) 31
 - Olive (*Olea Europaea*) 42
 - Coast Live Oak (*Quercus agrifolia*) 29
 - Australian Bottle (*Brachychiton Poluineus*) 39
 - Bradford Pear (*Pyrus Calleryana*) 11

- Non-parkway planting locations included the following:
 - Oak Creek Park
 - Anna J. Martin Park
 - Frontier Park
 - Garden Hill Park
 - Behringer Park
 - Creek Park
 - Sheriff's Station Parking Lot

- No Neighborhood Trees were distributed to residents.

Other Items:

- No volunteer events were held due to COVID restrictions.
- Total to Date trees planted: 6,583
- Total to Date volunteer hours: 1,422
- Plant establishment duties were carried out for previously planted trees

**AGENDA REPORT
I-5 CONSORTIUM CITIES JOINT POWERS AUTHORITY
POLICY BOARD**

Date: February 22, 2021
To: I-5 JPA Policy Board
From: Yvette Kirrin, P.E., Executive Director/Authority Engineer
Subject: I-5 Status Report

Recommendation: Provide Direction and/or Receive and File

This report combines the report to summarize status regarding the following:

- Construction Mitigation Update
- I-5 South (I-605 to County Line) Update
- I-605 Corridor EIR Update
- I-5 Environmental Document (I-605 to I-710) Update
- PPP Update
- General

I-5 Construction Mitigation Projects

We are waiting for Metro to confirm a final close out meeting for Phase 1 as they were closing some final loops regarding the addition of Commerce to the MOU for the Telegraph Road project, which utilized the \$700k that remained in the MOU, based on a Policy Board request in late 2011.

No Significant updates for Phase 2 as the Accounting/Audit consultants with Metro have been temporarily furloughed due to COVID- 19 and expenditure cuts.

The Policy Board had determined to table the Metro Phase 3 response, and not push the issue as a priority at this time. However, with the recent Metro Board activity that considered moving I-5/Carmenita surplus dollars to fund the City of Burbank's mitigation program, I think it may be time to elevate our own request, including the use of those same dollars that nearly left our subregion. This request should come from our Board to the Metro Board, with maybe a focused phone call to Supervisor Hahn as she seemed to very much understand the issue, as we spoke publicly about it at the last Metro Board meeting.

I-5 South (I-605 to County Line) Update - Segment(s) Status:

Below is a table that will be updated monthly that details the three (3) ongoing construction segments of the I-5 (605/S) project. Specific issues regarding the overall project and/or each segment will be detailed, as needed, below the table.

I-5 (605/S) Segment – Status Table

Segment	Phase	% Const. Complete	% Const. Time Complete
Valley View (Segment 2)	In Construction	75%	63%
Rosecrans (Segment 3)	Construction Complete	Plant Establishment Period	
Norwalk (Segment 4)	In Construction	Plant Establishment Period	
Florence (Segment 5)	In Construction	92%	79%
Carmenita (Stand Alone Segment)	Construction Complete	Plant Establishment Period	

Work is progressing at or close to schedule, according to the technical comparisons of % work complete vs. % time complete of each contract, however, the contractors have been severely impacted by COVID-19, and Caltrans has continued to add time to their contract/schedule.

I-605 Corridor EIR Update

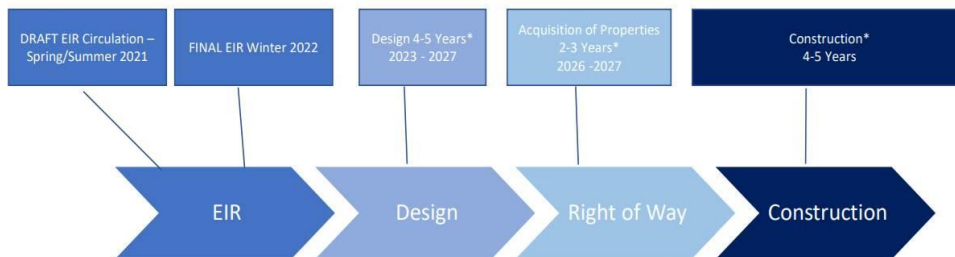
Since the January 25th I-5 JPA Policy Board meeting, the Gateway Cities Council of Governments (GCCOG) Technical Advisory Committee (TAC), also voted unanimously on January 26th to recommend the same motion to the 91/605/450 Corridor Cities Committee (CCC), made up of policy makers up and down each of the corridors, who did not have quorum on January 27th. Another CCC meeting is scheduled for this Wednesday, February 24, 2021 at 6 PM, which will include the same agenda as the January meeting, in hopes of a quorum.

To summarize the technical position within the Gateway Cities 91/605/405 TAC, there is unanimous support for the inclusion of the revised design alternative, for inclusion into the 605 EIR. We felt that this is the best design option with the least amount of impacts that will achieve with the mainline after the purpose in need of the project and justify the capital investment. The policymakers and community will have to ultimately determine their response to the 605 EIR and the impacts resulting from it.

It was noted that our technical team now understands where the proposed right of way lines fall along the communities on both sides of the freeway, and that there isn't remaining opportunity for additional non-standards that could further reduce the property impacts, while still meeting the goal of the freeway project which is to reduce congestion both on the freeway, but also within our own City streets, which commuters use when freeway capacity isn't available.

The following graphic was created to help graphically illustrate the project delivery process, and to show how long-term of a process, this is, and must take place in order to deliver a project of this magnitude. Educating the public on this timeline, and what it means, will likely decelerate many concerns being raised, as this project will not happen in the near future.

I-605 CIP Project Schedule



**Start of future phases after Environmental – and the overall project timeline – is dependent on securing additional funds for the project. Local sales tax revenues which are expected to be available for this Project over the next 30 years (approx. \$1 billion) are insufficient to cover the cost of constructing the project. A substantial amount of outside funding/revenue (over \$4 billion), beyond Metro's capacity, is needed to start and complete design/construction of the project.*



It was recommended at the Policy Board meeting that staff consider options to assist our policy makers in educating the public and working to reduce the pressure on them received by the public by being able to field calls and provide educational information regarding the EIR process, the public participation that has been done to date, and that would still remain to be scheduled.

The following excerpt from January 25th Policy Board was taken into consideration this past month:

- That the AE consider providing direction to staff to prepare a proposal to assist in the educational outreach needed to support the project entering into an EIR circulation period. This proposal could include at a minimum a “605 EIR Community Hotline” that could be staffed to field calls, answer questions and to follow up with the project file. The goal would be for the community to feel heard, to learn more about the project and the timeline, as well as to possible ideas, as actions could result from this effort. This way, anyone wishing to provide comment could be heard and the discussion could be documented for the record.

Based on the last Policy Board Meeting in January, as well as a discussion with the AE in February, the following draft proposal (concept) provides a proactive outreach for the 605 EIR. It is key that the collateral developed (and provided via the Cities websites, and on the proposed hotline) for this outreach campaign will specifically state that this is a Caltrans/Metro EIR Project, and that the I-5 JPA, including the Cities of La Mirada, Commerce, Norwalk, Santa Fe Springs and Downey are providing supplemental outreach to our communities to help answer questions, as well as to develop a communications log to provide back to Metro/Caltrans to be included in the formal EIR records. Once Metro begins the formal outreach effort associated with the circulation of the 605 EIR, this I-5 JPA Board can reevaluate if they'd like to continue with our own outreach effort, or terminate it, and have all communications go through the project. This proactive approach may help decelerate some of the concerns, like the long term schedule of possibly 10+ years (minimum) just to accrue enough Measure M funding, needed to begin the design and right of way phases, let alone construct this > \$1 billion segment, which can be illustrated graphically for the community to understand.

First, from a logistics standpoint, it's recommended that one of the Cities (SFS has been identified) On-Call contracts be used to solicit 3 bids to issue a task order. This is much easier logistically than having the I-5 JPA quantify a scope of work, advertise, negotiate and pay for the legal fees to make this all happen. It's recommended that the SFS Task Order be cost shared across the I-5 JPA membership, and the Cities of Downey and SFS coordinate and agree on the consultant to be chosen to complete the task order.

It's proposed that the Task Order begin in mid-March 2021, with a 1 week web page development effort to include the necessary bilingual collateral that we wish to provide to the public, an email address, and an 800 hotline. Toward the end of March, the outreach campaign can be linked to all the Cities websites and officially deployed. It's estimated that approximately up to 8 hours per week would be needed to answer calls, coordinate as necessary with Metro, Caltrans, the Cities of Downey and/or Santa Fe Springs, and to keep the communication logs current.

It's proposed that a budgetary estimate of 40 hours (upfront), plus 8 hours/week, for 6 months, at an average rate of \$1354/hour = \$31,320 budgetary cost estimate be earmarked for this effort. If cost shared, this would be an assessment, which could be tracked and billed on an actual amount, at the 6 month mark, approximately equal to just under \$6,400 for each City. The Board could then reevaluate if the task order should be extended and augmented with additional funds, or terminated, if it's felt that Metro/Caltrans can adequately take responsibility for addressing community questions and concerns.

Last, logistically, if the I-5 JPA TAC has authorization to proceed as part of this meeting, by the Board, we could:

1. Quantify a scope of work and RFP within 2 weeks to advertise
2. Advertise for the minimum legal times to advertise,
3. TAC can review and make a recommendation. If my firm is included in the running, which I would assume it will be due to my firm hiring the I-5 Caltrans consultant outreach lead about 4 years ago, and her continued work independently with the Cities of Downey and the Cities of Santa Fe Springs, then I'll step out for the discussion to not present a conflict of interest (with the TAC, and possibly the AE and PB),

4. Recommend to the AE, and if they agree, and then
5. Recommend to the Policy Board.

A rush with some luck would put us in April, but more likely May due to the legal timeframes needed. Again, if my firm were to be a part of this potential award, I'd then defer to the TAC (Chair) for Project Management, so I don't have a conflict.

Contextual/Commentary Note: The “locally collaborated” alternative was an engineering collaboration between the technical teams at Metro, Caltrans, Santa Fe Springs, Downey and the I-5 JPA. The purpose of the collaboration was to agree on a technical alternative that minimizes impacts. At this point, we all concur that any less impacts would make it difficult to provide capacity and congestion relief, which is the primary goal of the freeway project. From a planning perspective, we need to start at a technical point meets the project goal subregionally and minimizes impacts to our communities, which is a balance.

It's unfair to redefine “collaboration” as a public process prior to any concept being released in an environmental document. The EIR is the public process where the option of either a “build” or “no build” alternative will be recommended.

This is always an educational process with the community. It's important to note that the cities are not supporting the construction any project, including the locally collaborated alternative, rather only the inclusion of it into a document that will go through a public process, which will ultimately make a recommendation.

To try and kill a project prior to a public process is unfair to all parties, which is why we will push to circulate the EIR document now that the technical collaboration has been deemed satisfactory to all of us.

I-5 Environmental Document (I-605 to I-710) Update

No substantive update. Continuing to follow up on the status of an agreement between Caltrans and Metro. Additionally, it does not appear that Metro wants to move forward with this northern segment until we resolve the typical section that will move forward in the 605 EIR, to be sure that we have an alignment to tie into that can provide continuity and carry additional capacity to the north, into Commerce.

PPP Update: No substantive updates this month.