



Metro

September 12, 2017

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: RICHARD F. CLARKE *RF Clarke*
CHIEF PROGRAM MANAGEMENT OFFICER

SUBJECT: STATE ROUTE 710 NORTH EARLY ACTION PROJECTS

ISSUE

At the May 2017 Board of Directors meeting, Chair Fasana and Directors, Barger, Solis, Garcetti, and Najarian introduced a motion (Attachment A) to implement local mobility improvements that can be funded within the current budget of the SR-710 North Project as shown on the Measure R Expenditure Plan to bring relief to the affected State Route 710 North (SR-710 North) corridor cities and the unincorporated areas of the County of Los Angeles in the near term. According to the motion, these local improvements will include the Transportation System Management/Transportation Demand Management (TSM/TDM) projects identified in the SR-710 North final environmental document, as well as any new mobility improvement projects that are identified by the corridor cities and the County of Los Angeles (Project Sponsors) within the area of impact of the SR-710 gap to alleviate the traffic impacts caused by the absence of the SR-710 North between Interstate Routes 10 and 210. In addition, the motion referenced implementation of other transportation improvements that can be funded through the sale of State-owned properties under the SR-710 North Rehabilitation Account (710 North Rehab Account), in accordance with Government Code 54237.7.

DISCUSSION

Completion of the SR-710 North freeway gap between I-10 and I-210 has been the subject of various technical and environmental studies for several decades. Although the State, Metro, and the corridor cities have attempted to identify solutions to reduce the impacts of the absence of the freeway on the regional transportation network and the corridor cities, mutual consensus on the scope and extent of a major investment has not been reached yet. Meanwhile, both north-south and east-west local arterials in the SR-710 North study area are impacted by the absence of the freeway. The spillover of the regional traffic from the SR-710 North freeway north and south stubs onto local

streets and arterials has contributed heavily to traffic congestion and delay, and noise and air pollution in the corridor cities. Implementing the SR-710 North Early Action projects referenced in the attached Board motion would help alleviate the local problem in the interim until a decision is made on the final preferred alternative/major investment and significant improvements are implemented.

Pursuant to the Board Motion, Staff initiated discussions with the Project Sponsors to identify local impacts and the appropriate mitigation projects. Based on input received from the Project Sponsors, Metro staff will establish a list of eligible projects in two categories for implementation.

Category 1: Will include mitigation projects that relieve congestion on local streets affected by the absence of the freeway. These projects will be prioritized based on the level of impact and the anticipated benefits. All Category 1 projects must show nexus to the SR-710 freeway gap. These projects are also known as the State Route 710 North Early Action Projects (710 North EAPs).

Category 2: Will include projects that may not qualify under Category 1 but might be eligible to receive funds from the 710 North Rehab Account in accordance with Government Code 54237.7.

Project Sponsors will be responsible for complying with the terms and conditions described in the attached motion when developing project lists. Metro will support and assist Project Sponsors (and Caltrans, if necessary) in identifying eligible projects. As noted in Attachment B of this Board Report, project lists from Project Sponsors are due to Metro by the end of the 2017 calendar year, coinciding with the anticipated date of completion of the SR-710 North final environmental document, to allow for the start of the TSM/TDM projects and other EAPs in 2018. All available funding for the Category 1 projects are also identified in Attachment B. Regarding the Category 2 projects, staff will provide an update on the availability of proceeds from the sale of State properties under the 710 North Rehab Account as properties are sold and funds become available.

NEXT STEPS

Staff will continue to communicate with and assist Project Sponsors interested in identifying and implementing the 710 North EAPs.

In February 2018, staff will report back to the Board with the State Route 710 North Early Action project list. Pending Board approval of the project list, staff will amend the FY18 budget to initiate and implement the 710 North EAPs.

ATTACHMENTS

Attachment A – State Route 710 North May 25, 2017 Board Motion
(Item 29.1; File # 2017-0358)

Attachment B – State Route 710 North Early Action Projects Schedule & Fund Sources

Metro

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



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.

STATE ROUTE 710 NORTH EARLY ACTION PROJECTS
Schedule & Fund Sources

Table 1: Schedule of Activities

ACTIVITIES	2017						2018			
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Metro meetings with local jurisdictions										
Draft lists of local projects submitted to Metro										
Metro finalizes lists of eligible projects										
Final list is presented to Metro Board for adoption										
Metro initiates Funding Agreements for Category 1 Projects ¹										
Metro supports funding for Category 2 projects ¹										

¹ Refer to Board Report for definition of project Categories 1 and 2

Table 2: Fund Sources

	FUND SOURCES				
	LOCAL	STATE	FEDERAL		STATE
	Measure R Allocation	Regional Improvement Program (RIP)	Congestion Mitigation & Air Quality (CMAQ)	Regional Surface Transportation Program (RSTP)	710 North Rehab Account
	(\$s mil)	(\$s mil)	(\$s mil)	(\$s mil)	(\$s mil)
Eligible Project Areas/Sponsors¹	780.0²	214.0	69.6	13.7	TBD³
Category 1 Projects					
710 North Corridor Cities ⁴ , 710 North Study Area ⁵ , San Gabriel Valley Subregion	X				
Los Angeles Central Subregion		X	X	X	
Unincorporated East Los Angeles		X	X	X	
Category 2 Projects					
Alhambra, La Canada Flintridge, Pasadena, South Pasadena and 90023					X

Notes:

¹ Source: State Route 710 North May 2017 Board Motion (#2017-0358).

² Only Measure R Funds have been expended on the project. Approximately, \$105M was earmarked for the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative identified in the draft environmental document. The remaining Measure R funds (in excess of \$600M) will be reserved for NEW mobility improvement projects (including new TSM/TDM projects) identified by Project Sponsors for the eligible project areas noted.

³ Proceeds from the sale of State properties along the 710 corridor are anticipated next year. (To date there have been no sales.)

⁴ Corridor cities (Alhambra, South Pasadena and Pasadena) and the community of El Sereno are in close proximity to the 710 gap.

⁵ The 710 North Study Area is located in East/North East Los Angeles, and western San Gabriel Valley (generally bounded by Routes 2 and 5 on the west; 10 on the south; 210 on the north; and 605 on the east).