



Metro

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Metropolitan Transportation Authority

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TO: BOARD OF DIRECTORS

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

FROM: SHAHRZAD AMIRI *SA*
EXECUTIVE OFFICER, CONGESTION REDUCTION PROGRAMS

SUBJECT: I-110 ADAMS FLYOVER PROJECT

ISSUE

Completion of an Environmental Impact Report (EIR) for the I-110 Adams Flyover Project requires additional local match in the amount of up to \$434,592 to the existing Federal ISTEA (Intermodal Surface Transportation Efficiency Act) grant that was earmarked for this project.

The additional local match funds will be programmed through I-110 ExpressLanes toll revenue.

BACKGROUND

As part of the Congestion Reduction Demonstration Agreement with the United States Department of Transportation for the I-110 and I-10 ExpressLanes, Metro committed to making capacity improvements at the I-110/Adams Boulevard off ramp and on Adams Boulevard to the extent feasible.

Therefore, in July 2010 the Metro Board authorized the use of \$6,272,632 in ISTEA grant funds matched by \$1,123,158 in local Proposition C 25% funds to prepare a Project Initiation Document (PID) and a Project Approval/ Environmental Document (PA/ED) for the Interstate 110 Adams Flyover Project. This project would construct a new elevated off-ramp structure on the Northbound I-110 that would extend from the existing ExpressLanes Adams

Blvd. offramp directly to Figueroa Street over Adams Blvd., Flower Street, and Figueroa Way.

Caltrans proceeded to prepare a PID and the PA/ED, which was an Initial Study that resulted in a Mitigated Negative Declaration (MND)/ Environmental Assessment with Finding of No Significant Impact (FONSI) per CEQA/NEPA (California Environmental Quality Act/National Environmental Policy Act). The draft Environmental Document (ED) was released to the public in January 2016 and finalized in April 2018.

Subsequent to finalizing the ED, a lawsuit was filed on May 30, 2018 against Caltrans with Metro named as a real party in interest by the West Adams Heritage Association, Adams Dockweiler Heritage Organizing Committee, and Friends of St. John's Cathedral. This lawsuit requested Caltrans to suspend activities on the project and prepare an EIR.

Through negotiations with the petitioners, Caltrans and Metro agreed to upgrade the MND/FONSI to an EIR. In doing so, Caltrans will be preparing new visual and cultural studies, noise and air quality analyses, evaluating additional mitigation measures, and preparing a Modified Access Report. In addition, Metro Community Relations will be managing and conducting the necessary public outreach. The cost for this work is estimated to be up to \$2,541,197 (the "EIR Project Budget" in Attachment A).

The work completed to date has been funded through a combination of an ISTEAA grant and Metro Proposition C 25% local funds. To date, \$5,299,592 has been spent consisting of \$4,239,674 in ISTEAA grant funds and \$1,059,918 in Proposition C local match. Staff would like to use the remaining \$2,032,958 in ISTEAA grant funds to pay for the additional work. However, in order to do so Metro would be required to contribute a 20% local match in the amount of \$508,239. Of the \$1,123,158 local match committed \$63,239 remains unspent. Metro therefore needs to contribute up to an additional \$445,000 (\$508,239 less \$63,239). Staff anticipates using I-110 ExpressLanes net toll revenue to provide the necessary additional local match funds. Caltrans and Metro expect this work to take up to 24 months to complete.

NEXT STEPS

Metro staff will work with Caltrans to prepare a funding amendment to the existing funding agreement to revise the statement of work, schedule, and budget to incorporate preparation of the EIR and the Metro CEO will execute the funding amendment using the CEO's delegated signature authority.

Attachment A: Funding Summary I-110 Adams Flyover Project

ATTACHMENT A
Funding Summary: I-110 Adams Flyover Project

	Original Funding	Funds Spent to Date	Remaining funds	Additional Local Match Required	EIR Project Budget	Revised Total Project Budget
ISTEA Grant	\$ 6,272,632.00	\$ 4,239,674.17	\$ 2,032,957.83	\$ -	\$ 2,032,957.83	\$ 6,272,632.00
Local Match (Proposition C 25% and Net Toll Revenue)	\$ 1,123,158.00	\$ 1,059,918.54	\$ 63,239.46	\$ 445,000.00	508,239.46	\$ 1,568,158.00
Total	\$ 7,395,790.00	\$ 5,299,592.71	\$ 2,096,197.29	\$ -	2,541,197.29	\$ 7,840,790.00