TO: BOARD OF DIRECTORS

THROUGH: STEPHANIE N. WIGGINS
CHIEF EXECUTIVE OFFICER

FROM: CONAN CHEUNG
CHIEF OPERATIONS OFFICER

SUBJECT: I-110/ADAMS NORTHERN TERMINUS IMPROVEMENT PROJECT

ISSUE

The I-110/Adams Northern Terminus Improvement Project Approval/ Environmental Document (PA/ED) has completed its traffic and environmental analysis and has selected the no-build alternative for the project.

BACKGROUND

Caltrans and Metro have been studying potential mobility improvements at the northern terminus of the I-110 ExpressLanes at Adams Boulevard and I-110 Northbound Adams Boulevard general purpose lane off ramp. In April 2018, Caltrans released a final Mitigated Negative Declaration (MND)/Finding of No Significant Impact (FONSI) that selected a new flyover offramp over Adams Boulevard and Flower Street connecting the ExpressLanes directly to Figueroa Street as the preferred alternative.

Subsequent to the release of the MND/FONSI, a lawsuit was filed in May 2018 against Caltrans with Metro named as a real party in interest. This lawsuit requested Caltrans to suspend activities on the project and prepare an Environmental Impact Report (EIR) for the project. As a result of this lawsuit, Caltrans and Metro agreed to upgrade the MND/FONSI to an EIR.
DISCUSSION

Preparation of the EIR began in November 2021 with the scoping period that included public scoping meetings and meetings with project stakeholders. The EIR studied three alternatives: no build, a flyover offramp over Adams Boulevard and Flower Street to connect the ExpressLanes directly to Figueroa Street, and an arterial alternative consisting of a dedicated High Occupancy Vehicle (HOV)/ExpressLane extending from the Adams Boulevard offramp going east on Adams, then north on Hill Street, continuing north on Olive Street, then terminating at Olive and 18th Streets.

A key focus of the EIR was to conduct an updated traffic analysis for the three alternatives that included new traffic counts, traffic modeling, and simulation. The traffic analysis determined that the arterial alternative would introduce more traffic circulating in the local roadway network by restricting left turns at several intersections, which would reduce traffic performance overall in the study area.

The traffic analysis also studied the flyover alternative and determined that this alternative would be expected to improve overall traffic operations performance in the study area relative to the No-Build and arterial ExpressLane Extension scenarios. However, the Flyover Alternative would require a new elevated structure which would result in significant environmental and community impacts.

Due to the aforementioned impacts, the no-build alternative has been selected by Caltrans as the preferred alternative. Caltrans has prepared and approved a California Environmental Quality Act (CEQA) Addendum and National Environmental Policy Act (NEPA) FONSI to document the selection of the no-build alternative for the project.

Public notification is not required when the no-build alternative is selected as the preferred alternative. However, Metro has chosen to inform the public of the project’s status through emails to the project database, letters mailed to elected officials and project stakeholders, and updates to the project website at 110 Adams Terminus Improvement Project - LA Metro.

NEXT STEPS

Metro will begin to prepare the letter and email notice of the selection of the no-build alternative with the notifications planned to be sent out the week of February 26, 2024. Upon completion of this public outreach, the project will be closed out.