

Michael Throne

From: Ansari, Abdollah <AnsariA@metro.net>
Sent: Tuesday, May 14, 2019 9:14 AM
To: Michael Throne
Subject: 710

Hi Michael,

Following up on my e mail sent earlier this morning. I will be tied up in meetings all day today. Sending this information now so you have something for discussions in your public meeting today.

The SR-710 gap closure project aimed to alleviate vehicle traffic congestion in the 710 corridor. The core congestion area was identified to be along and east of the SR-710 alignment between the I-10 and I-210. The corridor was studied under different technical environmental studies. Of all various alternatives considered, a freeway was deemed to be the ultimate solution to achieve the results. However, after nearly six decades of studying the SR-710 corridor and lack of consensus on the final resolution by the local agencies affected by the absence of the freeway, it was agreed by local jurisdictions, Caltrans, and Metro to not pursue the freeway option.

Although the technically viable solution (freeway) was dropped, the escalating vehicular demand/congestion in the corridor was never challenged/denied. Metro Board unanimously voted to select the Transportation System Management/Transportation Demand Management (TSM/TDM) as the “Locally Preferred Alternative” (LPA) to relieve the traffic impacts on local streets along the missing freeway alignment. Additionally, the Board ruled for \$105 million investment in the TSM/TDM projects listed in the SR-710 Environmental Document and the remaining funds for new “mobility improvement projects” within the San Gabriel Valley subregion 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.

The cities of Alhambra, Monterey Park, South Pasadena, Pasadena, San Marino, San Gabriel, and Rosemead in the San Gabriel Valley area were allocated over \$700 million in Measure R funds for roadway capacity enhancements and operational improvements to alleviate current and the anticipated future roadway congestion on local streets/arterials in the core impacted area in the SR-710 corridor. The City and the County of Los Angeles were allocated State and federal funds to invest in the necessary improvements in those areas to improve mobility. All jurisdictions were invited to submit their projects to Metro for evaluation and programming. Metro’s goal was to complete the project qualification process by the end of June 2019.

In Phase I, candidate projects with a total value of \$1.2 billion were submitted by the project sponsors. Eligible projects were submitted to and approved by the Metro Board in December 2018 in concept – meaning that the global definitions of the projects submitted by the project sponsors/local agencies were consistent with Metro’s goals and directions. Those scopes of some of those projects will need to be further detailed. The number of operational improvements/capacity enhancement candidate projects submitted by the project sponsors validated the need for vehicle trip-based improvements. At the completion of this exercise, there will potentially be more improvement needs than the funds available to pay for those.

The SG cities and the City and the County of LA have submitted more projects for Phase II evaluations. Metro will complete its review of the projects and prepare a list of the eligible projects for Board approval. Depending on how detail the scopes presented by the project sponsors are, some of those projects will need follow up discussions between Metro and project sponsors to finalize the scopes and validate the project cost. Past that, Metro will begin programming projects in Fiscal Year 2019-20 and after based on availability of funds and anticipated cash flow.

Although the focus of Measure R highway funds is to improve regional mobility on the State highway system and arterials, in the case of the SR-710 where the construction of the missing segment of the freeway was no longer considered, investment in major local streets was the most viable option to address the escalating vehicular demand that could no longer be shifted to a freeway. Metro also agreed to fund those elements of active transportation projects

that are integrated into street/local interchange capacity enhancements/operational improvement projects. Examples would be where Class II or III bicycle lanes are built as part of and within the same limits of a street widening project that would produce additional traffic lanes; pedestrian improvements incorporated into capacity/operational improvement projects at intersections – within the limits of the intersections being improved; and similar concepts with the focus of investment on effective and verifiable congestion relief work.

The overall project eligibility requirements are to accommodate efficient movement of vehicles on the freeways and major arterials within the area of impact of the SR-710. The May 25, 2017 Board report has all the details including the following items some of which specifically apply to the SGV subregion cities:

- A. SUPPORT adoption of the TSM/TDM Alternative as the LPA and defer a decision on any other alternative for future consideration – **DONE**

- B. ALLOCATE \$105 million of Measure R funds available for the SR-710 North Gap Closure (tunnel) Project for development and implementation of TSM/TDM projects listed in the EIR/EIS. – **DONE**

- C. ALLOCATE remaining Measure R funds for new mobility improvement projects within the San Gabriel Valley subregion consistent with the Purpose and Need of the Gap Closure Project to relieve congestion on local streets along the 710 alignment between I-10 and I-210 with highest priority for projects proximate to I-10. – **DONE - Programming subject to the availability of funds/cash flow to be confirmed by Metro Capital Planning and Office of Management & Budget (OMB)**
 - Part 2 of Item C: Other non-Measure R (State and federal) funding dedicated to this project to be allocated to the Central subregion (City of LA) and the unincorporated East LA County. – **DONE - Programming subject to the availability of funds/cash flow to be confirmed by Metro Capital Planning and OMB**

- D. CONSULT with affected jurisdictions and Caltrans and report back to Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account – **INITIATED/IN PROGRESS - Met with Caltrans District and HQ staff, representatives of the beneficiary jurisdictions, and the elected deputies at Metro. Further discussions in progress to identify the best path forward to get the funds to the local jurisdictions. Of the ~400 excess properties, only 10 are sold. Metro will continue facilitating dialogue between Caltrans and local jurisdictions and will program those funds when available, and coordinate/submit the list of local projects to Caltrans and CTC for approval and funding.**

- E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies for smart and functional land use, reduced automobile dependency, multi-modal trips, improved traffic operations and enhanced performance of the transportation system to minimize impacts of the regional traffic on the communities along the SR-710. **This is strategic visioning and not a function/functions to be funded by the 710 funds. 710 funds were entirely allocated under the previous items on this Board report.**

- F. ENCOURAGE Caltrans to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on local streets in the SR-710 corridor. **This is strategic visioning. The freeways in the vicinity of the SR-710 are currently heavily congested and expected to be even more congested in the future due to increased trips/commutes.**

- G. DIRECT Metro to work with Caltrans and local jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion. **IN PROGRESS – first round of projects submitted by local jurisdictions was submitted to the Board and approved in concept. The second round is in progress. Metro is working with the SGV cities that receive Measure R and the Gov't Code 54237.7 funds to complete the project eligibility process. In addition to the requirements under this item, Metro is also working with the City and County of LA to finalize their project lists and start programming those.**

- H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative. **DONE – Caltrans followed Metro's recommended LPA and adopted the TSM/TDM as the LPA. The CEQA process is now complete. Caltrans has**

not signed the ROD for NEPA yet. The ROD is necessary to program and spend the State and federal funds allocated to the City and County of LA.

I hope this information helps. Please let me know if you need anything else and I'll do my best to get that information to you before your meeting.

By the way, the deadline for submission of additional projects (Round 2) is already here. We were planning to go to the Board in June to seek approval of the remaining eligible projects, close the application process, and begin programming funds in the coming Fiscal Year. This may be delayed by one month due to the need for clarification of scopes of some projects.

Best,

Abdollah

Abdollah Ansari

LA Metro

Sr. Executive Officer

Program Management - Highway Program

213.922.4781

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