



# CITY OF SOUTH PASADENA

1414 Mission Street • South Pasadena, California 91030  
Tel. (626) 403-7210 • Facsimile (626) 403-7211

## SPECIAL MEETING AGENDA

### **Freeway and Transportation Commission**

Tuesday, April 16, 2019 at 7:30 pm  
City Manager's Conference Room  
1414 Mission Street, South Pasadena, CA 91030

Chairman: Joanne Nuckols

Vice Chairman: Scott Kuhn

Commissioners: Arcelia Arce, Richard Helgeson, William Sherman, M.D.

City Council Liaison: Councilmember Richard D. Schneider

1. Call to Order
2. Public Comments (Items not on the Agenda)
3. Approval of the Minutes of the March 19, 2019 Regular Meeting
4. Commissioner Comments
5. Council Liaison Comments
6. Staff Comments
7. Discussion Items:
  - A. SR-710
    1. Legislation
    2. Notice of Determination/Record of Decision
  - B. Measure R
    1. Mobility Improvement Investment Projects
8. Agenda Input
9. Adjournment

STATE OF CALIFORNIA, CITY OF SOUTH PASADENA, COUNTY OF LOS ANGELES

I declare under penalty of perjury that I posted this agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena as required by State Law.

Date: April 11, 2019

Signature   
Margaret Lin

**MINUTES OF THE REGULAR MEETING OF THE  
 FREEWAY AND TRANSPORTATION COMMISSION  
 OF THE CITY OF SOUTH PASADENA  
 CONVENED THIS 19<sup>th</sup> DAY OF MARCH 2019 6:37 P.M.  
 CITY MANAGERS CONFERENCE ROOM  
 1414 MISSION STREET**

<b>1. ROLL CALL</b>	The regular meeting of the Freeway and Transportation Commission (FTC) was convened at 6:37 P.M. Commissioners present: Arce, Helgeson, Kuhn, Nuckols, and Sherman; Commissioner absent: none; Council Liaison: Councilmember Schneider; and Staff present: Manager of Long Range Planning and Economic Development Lin.
<b>2. PUBLIC COMMENTS (ITEMS NOT ON THE AGENDA)</b>	<p>Families on Fremont representatives Mary Ferrero, Brian Bright, and Rafael Lopez attended the meeting to share their concerns regarding traffic/speeding concerns and requested traffic calming on Fremont Avenue. Ms. Ferrero commented that there are significant differences between the traffic concerns on North and South Fremont Avenue and requested that the City explore strategies to remove truck traffic.</p> <p>Ray Quan, San Marino resident, provided insight regarding the proposed SR-710 Early Action Projects in the City of San Marino. Mr. Quan raised concerns regarding increased traffic resulting from the proposed signal synchronization project on Huntington Drive.</p>
<b>3. APPROVAL OF THE MINUTES</b>	The February 19, 2018 regular meeting minutes were approved as amended (5 ayes, 0 noes, 0 absent).
<b>4. COMMISSIONER COMMENTS</b>	Commissioner Sherman stated that the Notice of Determination (NOD) for the SR-710 Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) had not been released and believed that this may be a sign that Caltrans may be thoughtfully considering the public comments that were provided. Commissioner Helgeson echoed the sentiments and clarified that the certification of the EIR/EIS had not been completed and that the NOD would be provided after.
<b>5. COUNCIL LIAISON COMMENTS</b>	Councilmember Schneider announced that the new Police Chief would be starting on April 1, 2019.
<b>6. STAFF COMMENTS</b>	None.
<b>7. DISCUSSION ITEMS</b>	
<b>A. SR-710 Legislation</b>	<p>Manager of Long Range Planning and Economic Development Lin reported that Assembly Bill 29 removes the SR-710 freeway stubs from the State Highway Code and Senate Bill 7 allows local jurisdictions to purchase the properties based on their current use instead of the highest and best use. Chair Nuckols shared that if the bills make it through committee they will be signed in November and take effect in January 2020. Commissioner Sherman questioned what role the Federal Highway Administration would have in the relinquishment of the freeway stubs and who technically owns the stubs.</p> <p>Commissioner Helgeson made a motion, seconded by Commissioner Sherman, to recommend to the City Council to request that Metro bring back the Technical Advisory Committee and Stakeholder Outreach Advisory</p>

	<p>Committees, along with the existing members, to provide insight on how the SR-710 Early Action Projects are evaluated and selected. Commissioner Sherman stated that the committees could help promote transparency, consensus building, and provide institutional knowledge. (5 ayes, 0 noes, 0 absent)</p> <p>Commissioner Sherman stated that the freeway stubs are the main contributor to the traffic congestion in the region. Removing the freeway stubs should alleviate most of the traffic issues. Chair Nuckols made a motion, seconded by Commissioner Sherman, to recommend to the City Council to develop a letter with the Cities of Alhambra and Pasadena requesting clarification to the Caltrans District 7 Director Bulinski letter regarding the relinquishment of the freeway stubs. (5 ayes, 0 noes, 0 absent)</p>
<b>B. SCAG RTP/Metro LRTP Update</b>	<p>Manager of Long Range Planning and Economic Development Lin reported that the next Southern California Association of Governments Regional Transportation Plan is anticipated to be adopted in April 2020 and the next Los Angeles County Metropolitan Transportation Authority Long Range Transportation Plan is anticipated to be adopted in January 2020. Chair Nuckols requested that the item be continued to a future meeting. Chair Nuckols also recommended that the City continue to monitor the public outreach program for both plans in order to submit public comments at the appropriate time to request the removal of the SR-710 tunnel from the plans and models.</p>
<b>8. AGENDA INPUT</b>	None.
<b>9. ADJOURNMENT</b>	By consensus, the Commission adjourned the meeting at 8:12 P.M.

Approved By:

\_\_\_\_\_  
 Joanne Nuckols  
 Chair



# Freeway and Transportation Commission Agenda Report

ITEM NO. \_\_\_\_\_

**DATE:** April 16, 2019  
**FROM:** Margaret Lin, Principal Management Analyst  
**SUBJECT:** State Route 710 Legislation – Letters of Support

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## Recommendation

It is recommended that the Commission receive and file the Letters of Support that were authorized by the City Council.

## Discussion/Analysis

AB 29 would remove the portion of the SR-710 located north of SR-10 from the California freeway and expressway system (Section 253.1 of the Streets and Highways Code). The proposed legislation would create an additional hurdle to reviving a SR-710 North Project in the future by requiring new legislation to include the extension back into the Streets and Highway Code.

SB 7 would require surplus non-residential properties to be made available to nonprofit organizations or cities at fair market value as determined by the current use of the property; and prohibit the California Department of Transportation (Caltrans) from using funds in the SR-710 Rehabilitation Account to implement a surface or freeway tunnel for the SR-710 between SR-10 and State Route 210. The proposed legislation could potentially lower the cost of the surplus freeway lands located in the cities of Alhambra and Pasadena and make it easier for the cities to obtain the properties for their respective development projects. The provision regarding the SR-710 Rehabilitation Account would provide additional safeguards to prevent the funds from being used to further a SR-710 North Project if it is ever revived in the future.

## Background

On November 26, 2018, the Caltrans released the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) available for the SR-710 North Project. The Final EIR/EIS identified the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative as the Preferred Alternative. On July 10, 2017, the City Council submitted a Letter of Support for Assembly Bill 533 in support of the revision to Section 253.1 of the Streets and Highways Code, relating to highways. On May 25, 2017, the Los Angeles County Metropolitan Transportation Authority Board made a unanimous and historic vote to adopt the TSM/TDM as the Preferred Alternative for the SR-710 North Project. The Metro Board decision also reallocated the remaining Measure R funds to the TSM/TDM Alternative and other mobility improvement projects.

## Attachments:

1. Assembly Bill 29 – Text
2. Assembly Bill 29 – Letter of Support
3. Senate Bill 7 – Text
4. Senate Bill 7 – Letter of Support
5. Tri City Letter
6. Caltrans Response Letter

**ASSEMBLY BILL**

**No. 29**

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**Introduced by Assembly Member Holden  
(Principal coauthors: Assembly Members Friedman and  
Cristina Garcia)**

December 3, 2018

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An act to amend Section 253.1 of, and to add Section 253.9 to, the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 29, as introduced, Holden. State Highway Route 710.

Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, and also describes the state highway routes in the California freeway and expressway system, including all of Route 710 in the County of Los Angeles.

This bill would remove the portion of Route 710 located north of Route 10 from the California freeway and expressway system.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 253.1 of the Streets and Highways Code
- 2 is amended to read:
- 3 253.1. The California freeway and expressway system shall
- 4 include:

1 Routes 5, 6, 7, 8, 10, 11, 14, 15, 18, 24, 28, 32, 34, 37, 40, 44,  
2 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 63, 65, 67, 68,  
3 70, 71, 73, 74, 78, 80, 81, 83, 85, 87, 88, 89, 90, 93, 97, 100, 102,  
4 103, 105, 107, 108, 118, 121, 122, 124, 125, 126, 134, 136, 139,  
5 140, 145, 148, 149, 154, 156, 161, 163, 164, 179, 181, 183, 184,  
6 199, 205, 210, 215, 217, 221, 223, 230, 232, 234, 235, 237, 238,  
7 239, 241, 242, 247, 249, 251, 257, 258, 259, 261, 280, 330, 371,  
8 380, 405, 505, 580, 605, 680, ~~710~~, 780, 805, 880, and 980 in their  
9 entirety.

10 SEC. 2. Section 253.9 is added to the Streets and Highways  
11 Code, to read:

12 253.9. The California freeway and expressway system shall  
13 also include Route 710 from:

- 14 (a) Route 47 to Route 1.
- 15 (b) Route 1 to Route 10.



## CITY OF SOUTH PASADENA

OFFICE OF THE CITY COUNCIL

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: (626) 403-7210 • FAX: (626) 403-7211

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March 21, 2019

The Honorable Chris Holden  
California State Assembly  
State Capitol, Room 5132  
Sacramento, CA 95814

### **RE: Assembly Bill 29 (Holden) – SR 710 North-- SUPPORT**

Dear Assembly Member Holden,

On behalf of the City of South Pasadena (City), we would like to express our support for Assembly Bill 29, which initiates the relinquishment of the State Route 710 (SR-710) between State Route 10 freeway and State Route 210 back to our partner cities of Alhambra, Los Angeles, and Pasadena by removing the freeway stubs from the State Highway Code. However, there is need to proceed cautiously with this process if environmentally beneficial and economically feasible outcomes are to ensue. The City respectfully requests that the language of the bill be revised to provide for direct consultation and agreement between the State and the Cities of Alhambra, Pasadena, and South Pasadena before the lands are returned to the cities.

The previously proposed SR-710 North Project would have created significant negative impacts on the City and failed to address the mobility needs of the region. Consequently, in November 2018, the California Department of Transportation published the final SR-710 North Project Environmental Impact Report/Environmental Impact Statement with the Transportation System Management/Transportation Demand Management Alternative selected as the Preferred Alternative. This important decision will ensure that appropriate projects to “improve local traffic operations, mobility and accessibility and enhance modal choice while accommodating planned growth... and minimizing environmental impacts” will be implemented. The Los Angeles County Metropolitan Transportation Authority further solidified this path forward by reallocating the remaining funds dedicated to the SR-710 North Project towards the implementation of regionally significant projects that will be overseen by the local corridor cities and no longer involve the state.

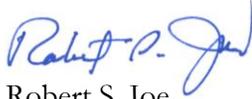
AB 29 allows the community, elected officials, and state officials to continue to collaborate on a solution that prevents another 50 years of conflict and inaction. It does this by providing an opportunity for local jurisdictions, Caltrans, and legislators to determine the appropriate mechanism to give the freeway stubs back to the respective cities.

Thank you for authoring this important legislation.

Sincerely,



Marina Khubesian, M.D.  
Mayor



Robert S. Joe  
Mayor Pro Tem



Michael A. Cacciotti  
Councilmember



Diana Mahmud  
Councilmember



Richard D. Schneider, M.D.  
Councilmember

cc: South Pasadena City Manager



**Introduced by Senator Portantino  
(Coauthor: Senator Beall)**

(Coauthors: Assembly Members Carrillo and Blanca Rubio)

December 3, 2018

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An act to amend Section 54237 of the Government Code, and to add Section 622.2 to the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

SB 7, as introduced, Portantino. State Highway Route 710.

(1) Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. Under existing law, specified single-family residences must first be offered to their former owners or present occupants, as specified. Existing law also provides that tenants in good standing of nonresidential properties are given priority to purchase, at fair market value, the property they rent, lease, or otherwise legally occupy.

This bill would require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property if the tenant is a nonprofit organization or a city.

(2) Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, and also describes the state highway routes in the California freeway and expressway system, including all of State Highway Route 710 in the County of Los Angeles.

Existing law also provides that specified proceeds from the sale of surplus residential property from the department to a new owner be

deposited into the SR-710 Rehabilitation Account, a continuously appropriated fund, and that funds in excess of \$500,000 be transferred to the State Highway Account in the State Transportation Fund to be used for allocation by the California Transportation Commission exclusively to fund projects located in Pasadena, South Pasadena, and other specified areas. Existing law provides that these funds may not be used to advance or construct any proposed North State Route 710 tunnel.

This bill would prohibit the department from implementing a freeway tunnel or surface freeway or expressway for Route 710 between Route 10 and Route 210.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 54237 of the Government Code is  
2 amended to read:  
3 54237. (a) Notwithstanding Section 11011.1, an agency of the  
4 state disposing of surplus residential property shall do so in  
5 accordance with the following priorities and procedures:  
6 (1) First, all single-family residences presently occupied by  
7 their former owners shall be offered to those former owners at the  
8 appraised fair market value.  
9 (2) Second, all single-family residences shall be offered,  
10 pursuant to this article, to their present occupants who have  
11 occupied the property two years or more and who are persons and  
12 families of low or moderate income.  
13 (3) Third, all single-family residences shall be offered, pursuant  
14 to this article, to their present occupants who have occupied the  
15 property five years or more and whose household income does not  
16 exceed 150 percent of the area median income.  
17 (4) Fourth, a single-family residence shall not be offered,  
18 pursuant to this article, to present occupants who are not the former  
19 owners of the property if the present occupants have had an  
20 ownership interest in real property in the last three years.  
21 (b) Single-family residences offered to their present occupants  
22 pursuant to paragraphs (2) and (3) of subdivision (a) shall be  
23 offered to those present occupants at an affordable price. The price  
24 shall not be less than the price paid by the agency for original

1 acquisition, unless the acquisition price was greater than the current  
2 fair market value, and shall not be greater than fair market value.  
3 When a single-family residence is offered to present occupants at  
4 a price that is less than fair market value, the selling agency shall  
5 impose terms, conditions, and restrictions to ensure that the housing  
6 will remain available to persons and families of low or moderate  
7 income and households with incomes no greater than the incomes  
8 of the present occupants in proportion to the area median income.  
9 The Department of Housing and Community Development shall  
10 provide to the selling agency recommendations of standards and  
11 criteria for these prices, terms, conditions, and restrictions. The  
12 selling agency shall provide repairs required by lenders and  
13 government housing assistance programs, or, at the option of the  
14 agency, provide the present occupants with a replacement dwelling  
15 pursuant to Section 54237.5.

16 (c) If single-family residences are offered to their present  
17 occupants pursuant to paragraphs (2) and (3) of subdivision (a),  
18 the occupants shall certify their income and assets to the selling  
19 agency. When a single-family residence is offered to present  
20 occupants at a price that is less than fair market value, the selling  
21 agency may verify the certifications, in accordance with procedures  
22 ~~utilized~~ *used* for verification of incomes of purchasers and  
23 occupants of housing financed by the California Housing Finance  
24 Agency and with regulations adopted for the verification of assets  
25 by the United States Department of Housing and Urban  
26 Development. The income and asset limitations and term of  
27 residency requirements of paragraphs (2) and (3) of subdivision  
28 (a) shall not apply to sales that are described as mitigation measures  
29 in an environmental study prepared pursuant to the Public  
30 Resources Code, if the study was initiated before this measure was  
31 enacted.

32 (d) All other surplus residential properties and all properties  
33 described in paragraphs (1), (2), and (3) of subdivision (a) that are  
34 not purchased by the former owners or the present occupants shall  
35 be then offered as follows:

36 (1) Except as required by paragraph (2), the property shall be  
37 offered to a housing-related private or public entity at a reasonable  
38 price, which is best suited to economically feasible use of the  
39 property as decent, safe, and sanitary housing at affordable rents  
40 and affordable prices for persons and families of low or moderate

1 income, on the condition that the purchasing entity shall cause the  
2 property to be rehabilitated and used as follows:

3 (A) If the housing-related entity is a public entity, the entity  
4 shall dedicate profits realized from a subsequent sale, as specified  
5 in subdivision (b) of Section 54237.7, to the construction of  
6 affordable housing within Pasadena, South Pasadena, Alhambra,  
7 La Cañada Flintridge, and the 90032 postal ZIP Code.

8 (B) If the entity is a private housing-related entity or a  
9 housing-related public entity, the entity shall cause the property  
10 to be developed as limited equity cooperative housing with first  
11 right of occupancy to present occupants, except that where the  
12 development of cooperative or cooperatives is not feasible, the  
13 purchasing entity shall cause the property to be used for low and  
14 moderate income rental or owner-occupied housing, with first right  
15 of occupancy to the present tenants. The price of the property in  
16 no case shall be less than the price paid by the entity for original  
17 acquisition unless the acquisition price was greater than current  
18 fair market value and shall not be greater than fair market value.  
19 Subject to the foregoing, it shall be set at the level necessary to  
20 provide housing at affordable rents and affordable prices for present  
21 tenants and persons and families of low or moderate income. When  
22 residential property is offered at a price that is less than fair market  
23 value, the selling agency shall impose terms, conditions, and  
24 restrictions as will ensure that the housing will remain available  
25 to persons and families of low or moderate income. The  
26 Department of Housing and Community Development shall provide  
27 to the selling agency recommendations of standards and criteria  
28 for prices, terms, conditions, and restrictions.

29 (2) (A) If the property is a historic home, the property shall be  
30 offered first to a housing-related public entity subject to  
31 subparagraph (A) or (B) of paragraph (1) or to a nonprofit private  
32 entity dedicated to rehabilitating and maintaining the historic home  
33 for public and community access and use subject to subparagraph  
34 (B) of paragraph (1).

35 (B) For the purposes of this subdivision, “historic home” means  
36 single-family surplus residential property that is listed on, or for  
37 which an application has been filed for listing on, at least one of  
38 the following by January 1, 2015:

1 (i) The California Register of Historical Resources, as  
2 established pursuant to Article 2 (commencing with Section 5020)  
3 of Chapter 1 of Division 5 of the Public Resources Code.

4 (ii) The National Register of Historic Places, as established  
5 pursuant to Chapter 3021 of Title 54 of the United States Code.

6 (iii) The National Register of Historic Places, as previously  
7 established pursuant to the *federal* National Historic Preservation  
8 Act (~~16 U.S.C. Sec. 470 et seq.~~; *54 U.S.C. Sec. 300101 et seq.*).

9 (e) A surplus residential property not sold pursuant to  
10 subdivisions (a) to (d), inclusive, shall then be sold at fair market  
11 value, with priority given first to purchasers who are present tenants  
12 in good standing with all rent obligations current and paid in full,  
13 second to former tenants who were in good standing at the time  
14 they vacated the premises, with priority given to the most recent  
15 tenants first, and then to purchasers who will be owner occupants.  
16 The selling agency may commence the sale of property that former  
17 tenants may possess a right to purchase as provided by this  
18 subdivision 30 days after the selling agency has done both of the  
19 following:

20 (1) Posted information regarding the sale under this subdivision  
21 on the selling agency’s Internet Web site.

22 (2) Made a good faith effort to provide written notice, by  
23 first-class mail, to the last known address of each former tenant.

24 (f) (1) Tenants in good standing of nonresidential properties  
25 shall be given priority to purchase, at fair market value, the  
26 property they rent, lease, or otherwise legally occupy.

27 (2) *For surplus nonresidential properties for State Route 710*  
28 *in the County of Los Angeles, if the tenant in good standing is a*  
29 *nonprofit organization or city, the property shall be offered at fair*  
30 *market value as determined relative to the current use of the*  
31 *property.*

32 SEC. 2. Section 622.2 is added to the Streets and Highways  
33 Code, to read:

34 622.2. The department shall not implement a freeway tunnel  
35 or surface freeway or expressway for Route 710 between Route  
36 10 and Route 210.



## CITY OF SOUTH PASADENA

OFFICE OF THE CITY COUNCIL

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: (626) 403-7210 • FAX: (626) 403-7211

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March 21, 2019

The Honorable Anthony Portantino  
California State Senate  
State Capitol, Room 3086  
Sacramento, CA 95814

### **RE: Senate Bill 7 (Portantino) – SR 710 North -- SUPPORT**

Dear Senator Portantino,

On behalf of the City of South Pasadena (City), we would like to express our support for Senate Bill 7, which enables local jurisdictions and non-profits to purchase surplus properties based on the current use; and safeguards the SR-710 Rehabilitation Account from any potential SR-710 North Project. However, there is need to proceed cautiously with this process if environmentally beneficial and economically feasible outcomes are to ensue. The City respectfully requests that the language of the bill be revised to provide for direct consultation and agreement between the State and the Cities of Alhambra, Pasadena, and South Pasadena before the lands are returned to the cities.

In November 2018, the California Department of Transportation published the final SR-710 North Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) with the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative selected as the Preferred Alternative. This important decision will ensure that a SR-710 North extension will not create significant negative impacts on the City and enable the corridor cities to implement regionally significant projects to improve mobility.

SB 7 provides an opportunity for the community and elected officials to collaborate on strategies to reknit communities and enables local jurisdictions to use the current use instead of the highest and best use to determine the sale price for surplus properties. SB 7 is a good starting point for local jurisdictions, Caltrans, and legislators to work collaboratively on the appropriate mechanism to give the freeway stubs back to the respective cities. In addition,

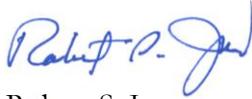
SB 7 prohibits the use of SR-710 Rehabilitation Account funds to be used for any potential SR-710 freeway projects.

Thank you for authoring this important legislation.

Sincerely,



Marina Khubesian, M.D.  
Mayor



Robert S. Joe  
Mayor Pro Tem



Michael A. Cacciotti  
Councilmember



Diana Mahmud  
Councilmember



Richard D. Schneider, M.D.  
Councilmember

cc: South Pasadena City Manager





January 2, 2019

John Bulinski  
Caltrans District 7, District Director  
100 South Main Street  
Los Angeles, CA 90012

**Re: State Route 710 North Project**

Dear Director Bulinski,

The cities of Alhambra, Pasadena, and South Pasadena (Cities) commend the California Department of Transportation's (Caltrans) momentous effort to finalize the State Route 710 (SR-710) North Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) with the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative identified as the Preferred Alternative. This important step will help the region move towards the implementation of "corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network." The Cities would like to demonstrate their united support for the TSM/TDM Alternative and the start of a new era for mobility in the region.

The TSM/TDM Alternative fulfills the Project Purpose and Need by relieving congestion within the Study Area. Implementation of the TSM/TDM Alternative and the Los Angeles Metropolitan Transportation Authority (Metro) SR-710 Early Action Projects (EAPs) would achieve the project's objective to improve the efficiency of the existing transportation network, reduce congestion from cut-through traffic on local arterials, and minimize environmental impacts related to mobile sources. The Cities have come together and prioritized three major projects that will benefit regional transportation and mobility:

1. Removal of the SR-710 freeway stub in the City of Alhambra between the I-10 and Valley Boulevard;
2. Completion of the SR-110 Hookramp Project in the City of South Pasadena; and
3. Removal of the SR-710 freeway stub in the City of Pasadena between the I-210 and California Boulevard.

We also ask that Caltrans specifically state that reviving the tunnel would require a new environmental review. That was stated by Acting Secretary Brian Annis during the November 28, 2018 press conference and should be taken as official Caltrans policy.

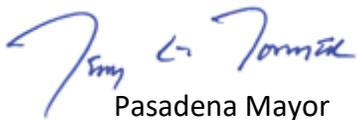
The conclusion of the SR-710 North Project will enable the Cities, Metro, and Caltrans to work together to implement these important projects to effectively divert regional traffic away from the corridor and minimize traffic congestion on local streets. The Cities look forward to the passage of proposed legislation to remove the SR-710 stubs from the Highway Code; implementing interim mitigation projects such as the EAPs; and the expeditious release of Caltrans surplus properties and stub lands to be repurposed for community needs.

If you have any questions or comments please feel free to contact Margaret Lin, Principal Management Analyst, at [MLin@southpasadenaca.gov](mailto:MLin@southpasadenaca.gov) or (626)403-7236.

Sincerely,



Alhambra Mayor  
Jeffrey K. Maloney



Pasadena Mayor  
Terry Tornek



South Pasadena Mayor  
Marina Khubesrian, M.D.

CC: The Honorable Anthony Portantino, Senator, 25th District  
The Honorable Chris Holden, Assembly Member, 41st District  
The Honorable Kathryn Barger, Supervisor, 5th District  
The Honorable Hilda Solis, Supervisor, 1st District  
Alhambra City Council  
Pasadena City Council  
South Pasadena City Council

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012

PHONE (213) 897-0362

FAX (213) 897-0360

TTY 711

www.dot.ca.gov



*Making Conservation  
a California Way of Life*

City of South Pasadena

FEB 21 2019

City Clerk's Division

February 15, 2019

The Honorable Jeffrey K. Maloney  
Mayor, City of Alhambra  
111 South First Street  
Alhambra, CA 91801

The Honorable Terry Tornek  
Mayor, City of Pasadena  
100 North Garfield Avenue  
Pasadena, CA 91101

The Honorable Marina Khubesrian, M.D.  
Mayor, City of South Pasadena  
1414 Mission Street  
South Pasadena, CA 91030

Dear Mayors Maloney, Tornek and Khubesrian:

The California Department of Transportation (Caltrans) has received your letter dated January 2, 2019 regarding the 710 North Project in Los Angeles County. Caltrans would like to thank the cities of Alhambra, Pasadena and South Pasadena (cities) for their "united support" for the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative which has been identified as the 710 North Project's preferred alternative. The study, which began in 2015, generated more than 8,000 comments and encompassed almost 100 community meetings involving thousands of community stakeholders.

With respect to the three items mentioned in your letter, Caltrans agrees with the recommendation by the cities to complete the State Route 110 at Fair Oaks Hook-ramp Project in the city of South Pasadena. As an element of the approved TSM/TDM Alternative, Caltrans is prepared to work with all involved parties to complete this project.

The cities also recommended the removal of the State Route 710 (SR-710) stubs in the City of Alhambra between Interstate 10 (I-10) and Valley Boulevard, in the city of Los Angeles, and in the city of Pasadena between Interstate 210/State Route 134 and California Boulevard. The stubs are an essential element of both the current freeway system and the TSM/TDM Alternative, in which two elements (T1 and T3, see enclosure for details) include improvements to the stubs. These improvements to the stubs, by-and-large, are critical to the TSM/TDM Alternative's ability to achieve the purpose and need of the project. Therefore, any alterations to those elements could trigger the need to recirculate the environmental document and could result in the decision to select a different alternative. Furthermore, the Federal Highway Administration, which funded 90 percent of the capital costs to construct the stubs, expects the stubs to remain an operational part of the freeway system.

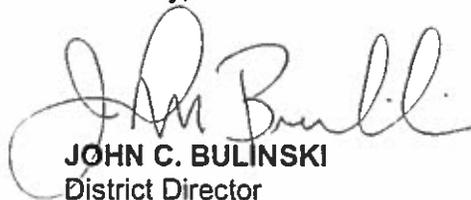
Because the selected alternative for the 710 North Project is the TSM/TDM Alternative, any effort to revive the tunnel in the future would require Caltrans to initiate a new project with its own environmental review. Caltrans does not anticipate pursuing any additional studies/reviews with respect to the tunnel alternative.

February 15, 2019  
Page 2

Although the cities may be looking forward to the passage of the proposed legislation to remove the SR-710 stubs from the Highway Code, Caltrans would like to emphasize the importance of the stubs to the TSM/TDM Alternative, that you support. This proposed legislation would be the initial step in moving towards a public discussion and eventual determination on how people and traffic would be redistributed through the San Gabriel Valley. Please note that the removal of stubs from the Highway Code will not preclude the work identified in the TSM/TDM alternative.

Caltrans appreciates your insights and we thank you for taking the time to provide us with your input on this very important community transportation issue. Should you have any further questions, please contact Blanca Rodriguez, Deputy District Director, External Affairs Division at (213) 897-0362.

Sincerely,



**JOHN C. BULINSKI**  
District Director

- c: Senator Anthony Portantino, Senate District 25
- Assemblymember Chris Holden, Assembly District 41
- Supervisor Kathryn Barger, Los Angeles County Board of Supervisors, District 5
- Supervisor Hilda Solis, Los Angeles County Board of Supervisors, District 1

Enclosure: Figure ES-4 (TSM/TDM improvement locations)





# Freeway and Transportation Commission Agenda Report

ITEM NO. \_\_\_\_\_

**DATE:** April 16, 2019

**FROM:** Margaret Lin, Manager of Long Range Planning and Economic Development

**SUBJECT:** State Route 710 Notice of Determination/Record of Decision

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## Recommendation

It is recommended that the Commission receive and file the State Route 710 (SR-710) Notice of Determination (NOD).

## Discussion/Analysis

On April 3, 2019, it was brought to Staff's attention that the NOD for the SR-710 North Project had been filed with the Office of Planning and Research on February 5, 2019. The NOD made the following determinations:

- The project will have a significant impact on the environment.
- The Environmental Impact Report (EIR) for the project was completed pursuant to the provisions of the California Environmental Quality Act (CEQA).
- Mitigation measures were made a condition of the approval of the project.
- A Statement of Overriding Considerations was adopted for the project.
- Findings were made pursuant to the provisions of CEQA.

The Statement of Overriding Considerations (SOC) included a list of impacts that were identified as significant and not fully mitigatable in the Final EIR. The SOC stated that the Freeway Tunnel Alternative with the Single Bore Tunnel was found to provide operational benefits but could not be successfully implemented within a reasonable period time due to the lack of consensus and adequate funding. However, the SOC also stated that the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative would attain the purpose and need of the project.

The Findings identified significant effects resulting from the TSM/TDM Alternative in the Final EIR/EIS. These included impacts to paleontological resources, hazardous waste, and land use.

## Background

On November 26, 2018, the Caltrans released the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) available for the SR-710 North Project. The Final EIR/EIS identified the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative as the Preferred Alternative.

## Attachments:

1. Notice of Determination
2. Statement of Overriding Considerations
3. Findings

Notice of Determination

Appendix D

To:
[ ] Office of Planning and Research
U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113 Sacramento, CA 95814

[ ] County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway Norwalk, CA 90650

From:
Public Agency: Caltrans
Address: 100 S. Main Street Los Angeles, CA 90012
Contact: Jason Roach
Phone: 213-897-0357

Lead Agency (if different from above):
Same as above
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 498209310 - 1982092310

Project Title: SR-710 North Project

Project Applicant: Caltrans

Project Location (include county): North to I-210, south to I-10, east to I-605 and west to I-5 and SR-2

Project Description:

The Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative has been selected as the preferred alternative. This alternative consists of strategies and improvements to increase efficiency and capacity for all modes in the transportation system with lower capital cost investments and/or lower potential impacts. The TSM/TDM Alternative is designed to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints.

This is to advise that the SR-710 North Project ( [ ] Lead Agency or [ ] Responsible Agency ) has approved the above

described project on 02/01/2019 (date) and has made the following determinations regarding the above described project.

- 1. The project [ ] will [ ] will not] have a significant effect on the environment.
2. [ ] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. [ ] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [ ] were [ ] were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [ ] was [ ] was not] adopted for this project.
5. A statement of Overriding Considerations [ ] was [ ] was not] adopted for this project.
6. Findings [ ] were [ ] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at: Caltrans 100 S. Main Street, Los Angeles, CA 90012 and at 43 public libraries within/adjacent to the study corridor.

Signature (Public Agency): [Signature] Title: Senior Environmental Planner

Date: 2/01/19 Date Received for filing at OPR: Governor's Office of Planning & Research



State of California - Department of Fish and Wildlife  
**2019 ENVIRONMENTAL FILING FEE CASH RECEIPT**  
 DFW 753.5a (REV. 12/01/18) Previously DFG 753.5a

CK# 10/4486

**Print**    **StartOver**    **Finalize&Email**

RECEIPT NUMBER:  
 59 — 02/06/201 — 021  
 STATE CLEARINGHOUSE NUMBER (If applicable)  
 1982092310

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY <b>Caltrans #7</b>	LEAD AGENCY EMAIL	DATE <b>02/06/2019</b>
COUNTY/STATE AGENCY OF FILING <b>OPR/SCH</b>	DOCUMENT NUMBER	

PROJECT TITLE

**State Route 710 North Project**

PROJECT APPLICANT NAME <b>Jason Roach</b>	PROJECT APPLICANT EMAIL	PHONE NUMBER <b>(213) 897-0357</b>
PROJECT APPLICANT ADDRESS <b>100 S. Main Street</b>	CITY <b>LA</b>	STATE <b>CA</b>
		ZIP CODE <b>90012</b>

PROJECT APPLICANT (Check appropriate box)

- Local Public Agency   
  School District   
  Other Special District   
 State Agency   
 Private Entity

CHECK APPLICABLE FEES:

- |   |            |    |                   |
|---|------------|----|-------------------|
| <input checked="" type="checkbox"/> Environmental Impact Report (EIR)                                       | \$3,271.00 | \$ | <u>3,271.00</u>   |
| <input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)   | \$2,354.75 | \$ | <u>0.00</u>       |
| <input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW         | \$1,112.00 | \$ | <u>0.00</u>       |
| <br>  |            |    |                   |
| <input type="checkbox"/> Exempt from fee  |            |    |                   |
| <input type="checkbox"/> Notice of Exemption (attach)   |            |    |                   |
| <input type="checkbox"/> CDFW No Effect Determination (attach)  |            |    |                   |
| <input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy)                   |            |    |                   |
| <hr/>   |            |    |                   |
| <input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only) | \$850.00   | \$ | <u>0.00</u>       |
| <input type="checkbox"/> County documentary handling fee  |            | \$ | <u>          </u> |
| <input type="checkbox"/> Other  |            | \$ | <u>          </u> |

PAYMENT METHOD:

- Cash   
 Credit   
 Check   
 Other

TOTAL RECEIVED \$ 3,271.00

SIGNATURE <b>X</b>	AGENCY OF FILING PRINTED NAME AND TITLE <b>Johnny Huynh</b>
-----------------------	--

SR-710 North Project  
07-LA-710 (SR-710)  
EA: 187900  
EFIS ID: 0700000191

**STATEMENT OF OVERRIDING CONSIDERATIONS**  
**CALIFORNIA DEPARTMENT OF TRANSPORTATION**  
**FOR THE STATE ROUTE 710 NORTH PROJECT**  
**IMPROVEMENTS ON STATE ROUTE 710 AND/OR THE SURROUNDING AREA**  
**FROM NORTH TO INTERSTATE 210, SOUTH TO INTERSTATE 10,**  
**EAST TO INTERSTATE 605 AND WEST TO INTERSTATE 5 AND STATE ROUTE 2**

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (Final EIR) for the project, which is the basic source for the information.

The following impacts were identified as significant and not fully mitigatable in the Final EIR as resulting from the Preferred Alternative, the Transportation Systems Management/Transportation Demand Management Alternative (TSM/TDM Alternative):

### **Cultural Resources**

The 2014 Historic Property Survey Report (HPSR) and the 2017 Supplemental HPSR identified 84 properties in the Area of Potential Effects (APE) that were determined to be historical resources for the purposes of CEQA. The list of 84 properties includes those listed on the National Register of Historic Places and eligible historic properties, those listed on the California Register of Historical Resources or eligible resources per State Historical Resources Commission determination resources, resources identified as significant in surveys that meet Office of Historic Preservation standards, or resources that are designated landmarks under local ordinances.

In accordance with CEQA, Caltrans analyzed the potential impacts of the TSM/TDM Alternative on the 84 historical resources located within the APE. It was determined that the construction and operation of the TSM/TDM Alternative would cause a significant impact to the Arroyo Seco Parkway Historic District as follows:

The Fair Oaks Avenue off-ramp with its vegetated embankment is a character-defining feature of the Arroyo Seco Parkway. Widening the northbound SR-110 (Arroyo Seco

Parkway) off-ramp at Fair Oaks Avenue from two lanes to four lanes on the outside will remove portions of the ramp itself, including character defining curbs and the character-defining vegetated embankment. Therefore, the widening of the off-ramp would cause a significant impact on the Arroyo Seco Parkway Historic District.

A 275-foot retaining wall, ranging from approximately 6 to 20 feet in height, will be installed along the south side of the widened Fair Oaks Avenue off-ramp to accommodate the new configuration. The retaining wall is needed to support Grevelia Street at the top of the wall and allow the proposed lane configuration of the northbound off-ramp. The wall would be approximately 22 feet tall near the base of the ramp and would gradually diminish in height to ground level at approximately 50 feet from the top of the ramp. At the top of the ramp, a concrete barrier and a three-foot planting area would separate the roadway from the new sidewalk along the south side of Grevelia Street to the top of the ramp. A 275-foot K-rail deflective concrete barrier would be installed at the base and front of the proposed retaining wall for safety. The installation of the retaining wall and concrete barrier would remove portions of the ramp and its character-defining features causing a significant impact on the Arroyo Seco Parkway Historic District.

A new southbound SR-110 State Street on-ramp, approximately 2500 feet long, would be constructed approximately 2,300 feet east of Fair Oaks Avenue and immediately adjacent to the existing State Street off-ramp. The existing SR-110 off-ramp on State Street that accesses Fair Oaks Avenue would be shifted to the north and realigned. The off-ramp at State Street, the chain-link fence, and landscaped shoulder are character defining features of the Arroyo Seco Parkway. The reconfiguration of the off-ramp and construction of a new on-ramp would remove portions of the historic property. Therefore, reconfiguration of the State Street off-ramp to construct a new on-ramp would cause a significant impact on the Arroyo Seco Parkway Historic District.

The proposed on- and off-ramp reconfiguration is located within the Arroyo Seco Parkway Historic District and introduces new design features into the historic district, including new stone landscaping, new curbs, and new barriers. Although the proposed new features would be similar to the historic off-ramp features, the construction of a new on-ramp would require removal of landscaping features that characterize the property and introduce new cobblestone paving, thereby changing the setting of the historic district in that area. Therefore, the proposed on- and off-ramp reconfiguration would cause a significant impact on the Arroyo Seco Parkway Historic District.

To support the reconfiguration of the State Street off-Ramp from SR-110, a new retaining wall and concrete barrier will be constructed. The wall and barrier, approximately 2000 feet in length, will be constructed along the edge of the SR-110 shoulder to support the grade differential between the ramp and State Street. The retaining wall would be 22 feet at its maximum height and 8 feet at its minimum. The recommended wall type is consistent with the existing stone face or "crazy quilt" rock pattern wall on the southbound side of SR-110 toward downtown and adjacent to the

Figueroa Tunnel sections. The treatment proposed for the unplantable gore and shoulder area is a cobblestone rock blanket.

The SR-110 off-ramp at State Street is a character-defining feature of the Arroyo Seco Parkway, and the installation of the retaining wall and concrete barrier will remove portions of the ramp and its character-defining features. Therefore, the proposed retaining wall would cause a significant impact on the Arroyo Seco Parkway Historic District. The proposed retaining wall and barrier are located within the Arroyo Seco Parkway Historic District and introduce new elements that are incongruous within the historic district. Therefore, the proposed retaining wall and barrier would cause a significant impact on the Arroyo Seco Parkway Historic District.

The State Street off-ramp will be reconfigured to accommodate the new southbound on-ramp. Construction would require moving the existing off-ramp approximately 65 feet north from its existing location. This realignment would require acquisition of approximately 9,750 square feet from the southeastern portion of APN 5317-090-092 to accommodate the reconfigured southbound off-ramp. In addition, a new retaining wall and concrete barrier, approximately 290 feet long and 8 to 12 feet high would be installed along the edge of shoulder.

The SR-110 off-ramp at State Street is a character-defining feature of the Arroyo Seco Parkway, and the reconfiguration of the ramp and installation of a retaining wall and concrete barrier would alter the ramp and its character-defining features. Therefore, the proposed ramp reconfiguration and retaining wall would cause a significant impact on the Arroyo Seco Parkway Historic District.

The proposed ramp reconfiguration, retaining wall, and barrier are located within the Arroyo Seco Parkway Historic District and would introduce new elements that are incongruous within the character of the historic district. Therefore, the proposed ramp reconfiguration, addition of a retaining wall, and new barrier would cause a significant impact on the Arroyo Seco Parkway Historic District.

The Phase 1 Roadway dual-tone paved surfaces (design, not materials) of the Arroyo Seco Parkway Historic District are character-defining features and restriping in those areas has the potential to cause a significant impact on the Arroyo Seco Parkway Historic District.

Impacts would remain significant after implementation of the following mitigation measures (Measures CUL-1 (Pre-Construction Surveys, CUL-2 [Arroyo Seco Parkway Historic District] and CUL-12 [Property-Specific Protection Plans] and CUL-13 [Post-Construction Building Surveys]). Mitigation measures for the Arroyo Seco Parkway Historic District as applicable to the Preferred Alternative, are contained in the approved Memorandum of Agreement (MOA) between the State Historic Preservation Officer (SHPO) and Caltrans and are described below and in Section 3.7.4 of the Final EIR.

- **CUL-1 Pre-Construction Surveys**

Pre-construction surveys are required and shall be conducted on all historic properties with a Finding of Adverse Effect (FOAE) or Finding of Conditional No Adverse Effect before any construction activities commence. The pre-construction survey will be performed by a licensed structural engineer with a specialization in historic buildings in collaboration with a qualified architectural historian and/or historic architect. The qualifications for the structural engineer, architectural historian, and/or historic architect shall be approved by a Caltrans professionally qualified staff (PQS) in collaboration with the Los Angeles County Metropolitan Transportation Authority (Metro).

- **CUL-2 Arroyo Seco Parkway Historic District – Secretary of Interior Standards (SOIS) Plan**

The plan will conform with the SOIS and will be prepared in consultation with the Caltrans Cultural Studies Office (CSO) and the SHPO, as required. The TSM/TDM Alternative would destroy landscaped buffers, install new retaining walls within the boundaries of this historic district, move an existing off-ramp at State Street, add a new on-ramp, and widen another off-ramp. These significant impacts of the TSM/TDM Alternative improvements in the historic district cannot be avoided.

To minimize the effects on the character-defining features of the Arroyo Seco Parkway Historic District, the new construction for the TSM/TDM Alternative improvements shall be designed in a manner that is consistent with the SOIS. The project architectural historian shall review the final design plans, review mockups as needed, and conduct a field visit to ensure that the following work is performed in accordance with the SOIS. At a minimum, the SOIS plan will ensure that:

- New elements such as retaining walls, off-ramps, on-ramps, lighting, and curbing will be designed to be compatible with the historic district in terms of color, materials, profiles, dimensions, and so forth.
- Any work taking place on character-defining features will minimize potential damage to the historic district.
- All revegetation of buffers and planting strips will be designed to be compatible with the historic district.

Caltrans will install a highway sign near the northern entrance to the Arroyo Seco Parkway at Glenarm Street that welcomes drivers to the Arroyo Seco Parkway Historic District. The sign will be compatible with similar signage found at the southern entrance to the Parkway.

- **CUL-12 Property-Specific Protection Plans.**

The intent of the property-specific protection plan is to ensure that the potential effects of the preferred alternative on each property with significant impacts are addressed by specific measures implemented as part of the project pre-construction, construction, and post-construction phases.

At a minimum, the property-specific protection plan for the properties adversely affected by the selected alternative will include the following for each affected property:

- Name, address, boundary, and description of the historic property.
- List of potential adverse effects of the selected alternative on each historic property and the measures included in that alternative to address those effects.
- Key actions required in each measure.
- Party/parties responsible for implementing each key action in each measure.
- Other party/parties involved in implementing, overseeing, and/or documenting
- the implementation of the key actions in each measure.
- Timing of the implementation of the key actions in each measure (final design/pre-construction, construction, and/or post-construction).
- Requirements for documenting compliance with the requirements of each measure.
- Other relevant technical and supporting information.

During final design, the project engineer, in consultation with the historic architect, the architectural historian, the structural engineer, the acoustical engineer, and the geotechnical engineer, will prepare a property-specific protection plan for all properties adversely affected by the project. Properties subject to this measure are the historic properties that would be adversely affected by the Build Alternatives.

The property-specific protection plans shall be prepared in consultation with the Caltrans CSO and the SHPO, as required.

A property-specific protection plan will be prepared during the final design for each of the historic properties adversely affected by the preferred alternative.

The project engineer, resident engineer, and the construction contractor will be required to implement the property-specific protection plans for each property during the appropriate project phases (pre-construction, construction, and/or postconstruction).

- **CUL-13 Post-Construction Building Surveys.**

Post-construction building surveys (which have the same level of effort, qualifications for preparers, scope, and implementation as the pre-construction surveys described in Section 3.7.4.2 of the Final EIR/EIS) will be conducted for the properties where the project will result in significant impacts.

The post-construction surveys will be completed within two months or 60 days following completion of the work in a specific area. The construction contractor and the resident engineer will notify the structural engineer and architectural historian when construction in the vicinity of a specified historic property or properties is completed. At that time, the structural engineer, the historic architect, the architectural historian, the geotechnical engineer, and other appropriate qualified specialists will conduct the post-construction surveys. The results of the survey will be documented in a written report, illustrated with photographs and drawings, as appropriate.

## **Traffic**

Significant impacts to intersections and freeway segments will occur based on the following metrics:

- If an intersection is projected to operate at level of service (LOS) E and the increase in delay over the No Build Alternative is 5 seconds or more; or
- If an intersection is projected to operate at LOS F and the increase in delay over the No Build Alternative is 2 seconds or more.
- If a freeway segment is projected to operate at LOS F and the increase in traffic demand compared to the No Build Alternative is 2 percent or more.

These measures have also been used to identify impacts under CEQA.

The traffic analysis includes operational analysis for 156 intersections and 606 freeway segments in an extended study area. Detailed analyses were conducted for existing conditions (2012) and future conditions (i.e., 2020, 2025, and 2035 for the TSM/TDM Alternative). The operations of the freeway segments and intersections for the horizon year (2035) Build Alternatives were compared to the existing conditions (2012).

For existing conditions, 14 of the 156 intersections operate at LOS E in one or both peak periods, and 5 of the 156 intersections operate at LOS F. Improvements were considered to address the significant impacts at the identified intersections and freeway segments. However, mitigation measures are not proposed at all the intersections and freeway segments with significant impacts, for reasons detailed in the Final EIR Tables 3.5.15 and 3.5.16 for the TSM/TDM Alternative (see attached).

As a result, the TSM/TDM Alternative would result in significant impacts on study area intersections and freeway segments that cannot be mitigated to below a level of significance.

### **Overriding considerations that support approval of this recommended project are as follows**

Overriding considerations are based on the engineering and environmental technical analysis, the project's impact on the environment, and the comments and concerns expressed during the public review period. The Final EIR was prepared to address all public comments and incorporate any refinements made to the project design, environmental setting and impacts that have been identified since the Draft EIR and Focused Recirculated Draft EIR (Focused RDEIR) were completed.

The Freeway Tunnel Alternative with Single Bore Tunnel design variation was determined to provide operational benefits, after:

- comparing and weighing the benefits and impacts of the study alternatives summarized in Table ES-1 of the Final EIR;
- reviewing the comments received during the public circulation of the Draft EIR and Focused RDEIR;
- and completing technical studies and performance evaluations for each of the alternatives.

However, with the lack of funding and the lack of community consensus, the Single Bore Tunnel Alternative, estimated at \$3.15 billion, cannot be accomplished successfully within a reasonable period of time to achieve all aspects of the project purpose and need.

The TSM/TDM Alternative would attain the purpose and need of the project, as discussed in Section 1.2 of the Final EIR. This Alternative would improve local traffic operations, mobility and accessibility and enhance modal choice, while accommodating planned growth within the study area and minimizing environmental impacts. The TSM/TDM Alternative would provide direct benefits for traffic circulation on local arterials and some benefit to the regional freeway and transit networks resulting from the following improvements:

- Signal optimization
- Local street and intersection improvements
- Transit service improvements
- Bus service enhancements
- Bicycle facility improvements

The TSM/TDM Alternative consists of relatively small capital cost investments with low impacts that include operational improvements and strategies that increase the efficiency and capacity of the existing transportation system, while reducing the effects of localized bottlenecks and chokepoints.

The TSM component of this alternative includes Intelligent Transportation Systems (ITS), local street and intersection improvements and Active Traffic Management (ATM) throughout the study area.

The TDM component of the alternative includes expanded bus service, bus service improvements and bicycle facility improvements throughout the study area. The TSM/TDM Alternative also encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system.

The TSM/TDM Alternative has the fewest number of freeway segments that would be adversely affected and is tied with the BRT Alternative for the lowest number of total intersections and freeway segments adversely affected<sup>1</sup>.

The following additional factors support the identification of the Preferred Alternative. (They are not in order of importance and do not represent all of the benefits or impacts associated with the Preferred Alternative).

### **Community Impact Factors**

- The Preferred Alternative is generally consistent with the Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena General Plans and most of the local jurisdictions' Specific Plans as discussed in Section 3.1.2 of the Final EIR.
- The Preferred Alternative would have the lowest overall adverse effects related to property acquisitions and it would not displace any residents or residential land uses.
- The Preferred Alternative would have the least number of historic resource impacts when compared to all of the other build alternatives.

### **Local Traffic Circulation Factors**

- The Preferred Alternative includes signal optimization on corridors with signal coordination hardware already installed as a part of LA County's Traffic Signal Synchronization Program (TSSP). The corridors include Del Mar Avenue, Rosemead Boulevard, Temple City Boulevard, Santa Anita Avenue, Fair Oaks Avenue, Fremont Avenue, and Peck Road.
- The Intelligent Transportation Systems (ITS) improvements (traffic signal upgrades and synchronization, transit signal prioritization, changeable message signs and detection systems) provide incremental benefits that are independent of any capital transportation improvements.
- The Preferred Alternative includes local street and intersection improvements within the cities of Los Angeles, Pasadena, South Pasadena, Alhambra, San Gabriel, Rosemead, and San Marino.

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<sup>1</sup> Depending on the design and operational variation, the Tunnel Alternative could have 2 fewer total intersections and freeway segments adversely impacted or could have up to 16 more total intersections and freeway segments adversely impacted.

- Intersection improvements will reduce delay at individual intersections regardless of other local or regional transportation projects.
- The Preferred Alternative includes transit service improvements by improving bus headways to between 10 and 30 minutes during the peak periods and between 15 and 60 minutes during the off-peak periods. Some of the bus service enhancements will result in almost twice as many buses as the existing service.
- The expanded bus service can be implemented incrementally to provide increased transit service for existing and future users.
- The Preferred Alternative includes bicycle facility improvements that consist of on-street Class III bicycle facilities that support access to transit facilities throughout the study area. It will also provide expanded bicycle parking facilities at existing Metro Gold Line stations. The expanded bicycle network will enhance access to both local destinations and the regional transit system.

**Natural Resource Factors**

The Preferred Alternative does not result in any impacts to State jurisdictional wetlands or Federal or Regional jurisdictional drainages.

**Economic and Fiscal Factors**

- The construction cost estimate for the Preferred Alternative is approximately \$105 million and can be funded utilizing existing resources, unlike the single bore freeway tunnel that is estimated to cost approximately \$3.15 billion and subject to local fund restrictions. (Use of Measure M funds to construct a SR 710 tunnel is prohibited).
- Available funding for the Preferred Alternative includes local Measure R funds.
- A process is underway for community consensus to be achieved for the expenditure of \$105 million from Measure R funds for the preferred alternative.

For the above reasons, the Preferred Alternative has also been identified as the Environmentally Superior Alternative (pursuant to CEQA).

District Director:  
(or designee)

John Bulinski  
Print name

  
Signature

1/25/19  
Date

SR-710 North Project  
07-LA-710 (SR-710)  
EA: 187900  
EFIS ID: 0700000191

## FINDINGS

### CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS

#### FOR THE STATE ROUTE 710 NORTH PROJECT

#### IMPROVEMENTS ON STATE ROUTE 710 AND/OR THE SURROUNDING AREA

#### FROM NORTH TO INTERSTATE 210, SOUTH TO INTERSTATE 10,

#### EAST TO INTERSTATE 605 AND WEST TO INTERSTATE 5 AND STATE ROUTE 2

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (Final EIR) for the project, which is the basic source for the information.

The following effects have been identified in the Final EIR as resulting from the Preferred Alternative, the Transportation Systems Management/Transportation Demand Management Alternative (TSM/TDM Alternative). Effects found not to be significant have not been included.

#### **Paleontological Resources**

##### Adverse Environmental Effects:

Excavation for the larger-scale improvements (e.g., Other Road Improvements T-1 [Valley Boulevard to Mission Road Connector Road] and T-2 [SR 110/Fair Oaks Avenue Hook Ramps]) could reach native deposits, which in most areas are considered to be highly sensitive for paleontological resources. Potentially significant direct impacts to paleontological resources could result from ground-disturbing activities associated with the clearing of vegetation and soil, excavation, and construction. Although construction would be a short-term activity, the loss of some fossil remains and fossil-bearing rocks would be a permanent potentially significant impact based on the scientific significance of potential paleontological resources in formations in the project area.

## Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Statement of Facts:

A Paleontological Mitigation Plan (PMP) and Paleontological Resources Impact Mitigation Program (PRIMP) will be implemented during final design. The PRIMP will follow the guidelines of the Society of Vertebrate Paleontology (2010). Preparation of a PMP or PRIMP, as appropriate, during Plans, Specifications, and Estimates (PS&E) will follow the guidelines provided in the Caltrans Standard Environmental Reference Environmental Handbook, Volume 1, Chapter 8, and includes the measures listed below.

- A qualified paleontologist or representative will attend the preconstruction meeting. At this meeting, the paleontologist will conduct paleontological resources awareness training, including describing the likelihood of encountering paleontological resources during grading and excavation, what types of resources might be discovered, the roles and authorities of the paleontological resources monitors, the methods used to assess and recover discovered resources, and other information relevant to paleontological resources and the monitoring that will be conducted during project construction.
- A preconstruction field survey will be conducted in areas with deposits of high paleontological sensitivity after vegetation and paving have been removed, and any observed surface paleontological resources salvaged prior to the beginning of additional grading.
- In general, a qualified paleontological monitor will initially be present on a full-time basis whenever excavation would occur within the sediments that have a high paleontological sensitivity rating, and on a spot-check basis when excavating in sediments that have a low sensitivity rating. No monitoring is generally necessary in deposits with no paleontological sensitivity, such as Artificial Fill and Holocene Alluvial Fan Deposits. However, the specific monitoring levels and locations will be developed according to the final design plans and take into account the excavation methods and depths, the thickness of any Artificial Fill and/or Holocene Alluvial Fan Deposits present in the project area, and the sensitivity of the deposits underlying those two geologic units.
- Full-time monitoring may be reduced to a part-time or spot check basis if no resources are being discovered in sediments with a high sensitivity rating. Monitoring reductions, when they occur, will be determined by the qualified Principal Paleontologist in consultation with the Resident Engineer.
- The monitor will inspect fresh cuts and/or spoils piles to recover paleontological resources and/or screen wash for smaller fossils, depending on the material available for inspection. The monitor will be empowered to temporarily divert construction equipment away from the immediate area of the discovery. The monitor will be equipped to rapidly stabilize and remove fossils to avoid prolonged delays to construction schedules. If large mammal fossils or large concentrations of fossils are encountered, heavy equipment will be used to assist in the removal and collection of large materials.
- Native sediments of high and low sensitivity will occasionally be spot-screened on site through 1/8- to 1/20-inch mesh screens to determine whether micro vertebrates or other small fossils are present. If small fossils are encountered, sediment samples (up to 3 cubic yards, or 6,000 pounds) will be collected and processed through 1/20-inch mesh screens to recover additional fossils.

- Recovered specimens will be prepared to the point of identification and permanent preservation. This includes the sorting of any washed mass samples to recover small invertebrate and vertebrate fossils, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and storage cost, and the addition of approved chemical hardeners/stabilizers to fragile specimens.
- Specimens will be identified to the lowest taxonomic level possible and curated into an institutional repository with retrievable storage. The repository institutions usually charge a one-time fee based on volume, so removing surplus sediment is important. The repository institution may be a local museum or university with a curator who can retrieve the specimens on request. Caltrans requires that a draft curation agreement be in place with an approved curation facility prior to the initiation of any paleontological monitoring or mitigation activities.

## **Hazardous Waste**

### Adverse Environmental Effects:

The Initial Site Assessment (ISA) (2014) indicated potentially significant impacts may result during construction, as there is the potential to encounter hazardous materials in the soils and existing road materials. The majority of the proposed improvements do not involve substantial ground-disturbing activities during construction. However, there would be disturbance of soils and removal of existing structures. Therefore, hazardous soil contaminants (such as aerially deposited lead [ADL]) and structural materials (e.g., polychlorinated biphenyls [PCBs], creosote and other wood-treating chemicals, lead chromate, lead-based paint [LBP], and asbestos containing materials [ACMs]) may be encountered during construction. In addition, soil and/or groundwater containing petroleum hydrocarbons, halogenated compounds, or other hazardous materials could be encountered at the properties that would be partially or fully acquired for the TSM/TDM Alternative.

### Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### Statement of Fact:

Additional site investigations will be conducted for the properties within the alignments of the TSM/TDM Alternative that have a history of hazardous waste, listed pursuant to Government Code Section 65962.5, or are otherwise a recognized environmental concern. The results of the investigations will determine the steps to be followed with respect to handling and disposal of hazardous waste on these properties prior to project disturbance in these areas, consistent with local, state, and federal regulations.

Adherence to regulatory requirements would avoid substantial impacts related to transport, use, or disposal of hazardous materials. Typical hazardous materials used during construction (e.g., solvents, paints, fuels) would be handled in accordance with standard procedures. California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste.

The Porter-Cologne Water Quality Control Act also restricts the disposal of wastes and requires the cleanup of wastes that are below hazardous waste concentrations but that could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include: Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste; Title 23 Waters; and Title 27 Environmental Protection. These are standard regulations that must be followed with respect to the use, storage, handling, disposal, and transport of potentially hazardous materials during construction of the TSM/TDM Alternative to protect human health and the environment from upsets or accidents. Routine maintenance activities will be conducted during operation would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials.

## Land Use

### Adverse Environmental Effects:

The TSM/TDM Alternative require permanent acquisition and conversion of land currently planned for non-transportation uses into transportation uses, which would result in potentially significant impacts and inconsistencies with land use designations in local jurisdictions' General Plans. These inconsistencies would exist until the applicable local General Plans are amended to reflect the use of the affected land for transportation improvements. Neither Los Angeles County Metropolitan Transportation Authority (Metro) nor Caltrans has land use planning authority, and neither has the authority to require local jurisdictions to amend their General Plans. Therefore, it will be the decision of the affected local jurisdictions on how and when to address the identified General Plan land use inconsistencies.

### Findings:

Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

### Statement of Fact:

Because it is generally desirable that the General Plans be consistent with existing conditions, Metro and Caltrans will request that the applicable local jurisdictions amend their General Plans to reflect the permanent use of land for the improvements included in the TSM/TDM Alternative. It is anticipated that these amendments could occur in the normal course of General Plan updates required in accordance with California law (e.g., a special amendment process specifically to address the SR-710 North Project would not be necessary). The timing of preparation and processing of such amendments would be at the discretion of each local jurisdiction and compliance with the standards in municipal codes of the Cities of Alhambra and Los Angeles was considered when making the significance determination.

District  
Director:  
(or designee)

John Bulinski  
Print name

  
Signature

1/25/19  
Date



# Freeway and Transportation Commission Agenda Report

ITEM NO. \_\_\_\_\_

**DATE:** April 16, 2019  
**FROM:** Margaret Lin, Principal Management Analyst  
**SUBJECT:** Measure R Early Action Projects

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## **Recommendation**

It is recommended that the Commission receive and file the tri-city letter regarding the State Route 710 (SR-710) Mobility Improvement Investment Projects (also known as the Early Action Projects) and the City's Phase II project submittal letter.

## **Discussion/Analysis**

On March 26, 2019, the City along with the cities of Alhambra and Pasadena submitted a joint letter to the Los Angeles County Metropolitan Transportation Authority to request clarification regarding project eligibility for non-capacity enhancing projects, project evaluation process, opportunities for technical support and cross-jurisdictional collaboration, and funding process associated with the SR-710 Mobility Improvement Investment Projects.

On March 28, 2019, the City re-submitted projects that were not awarded during Phase I for consideration during Phase II.

## **Background**

On November 26, 2018, the Caltrans released the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) available for the SR-710 North Project. The Final EIR/EIS identified the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative as the Preferred Alternative. On May 25, 2017, the Los Angeles County Metropolitan Transportation Authority Board made a unanimous and historic vote to adopt the TSM/TDM as the Preferred Alternative for the SR-710 North Project. The Metro Board decision also reallocated the remaining Measure R funds to the TSM/TDM Alternative and other mobility improvement projects. On December 4, 2017, the City submitted a list of projects to Metro for funding consideration. On December 6, 2018 the Metro Board awarded the City \$48 million to complete the SR-110/Fair Oaks Avenue Interchange Project and Regional Traffic Corridor Improvement Project.

## **Attachments:**

1. Tri-City Letter
2. Phase II Project Submittal



March 26, 2019

Metro Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

**Re: State Route 710 Corridor Mobility Improvements Investments**

Dear Metro Board of Directors,

The cities of Alhambra, Pasadena, and South Pasadena (Cities) greatly appreciate the leadership provided by the Metro Board of Directors to help the corridor cities implement the State Route 710 (SR-710) Corridor Mobility Improvements Investment projects (also known as the Early Action Projects). We have focused our collective actions on implementing the spirit and intent of the May 2017 Metro Board Motion (item 29; File ID 2017-0097: SR-710 North). The Cities are excited to move forward with the projects that have been awarded under Phase I and to submit additional projects to be awarded in June 2019 for Phase II.

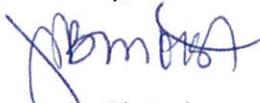
In preparation for the Phase II submittals and subsequent funding agreements, the Cities would like to request the following information to ensure regional coordination and the implementation of appropriate mobility improvements:

1. Clarification regarding project eligibility for non-capacity enhancing projects;
2. Explanation of the project evaluation process;
3. Opportunities for additional technical support and cross-jurisdictional collaboration; and
4. Creation of a Project Funding Process that outlines the next steps to implement the projects in a timely fashion

For more information regarding the requested information, please see the attached SR-710 Corridor Mobility Improvement Investments Suggestions.

The Cities appreciate your consideration of these requests and looks forward to working collaboratively with Metro to alleviate local traffic and improving mobility in the corridor. If you have any questions or comments please feel free to contact Margaret Lin, Principal Management Analyst, at [MLin@southpasadenaca.gov](mailto:MLin@southpasadenaca.gov) or (626)403-7236.

Sincerely,

  
Jessica Binnquist  
Alhambra City Manager

  
Steve Mermell  
Pasadena City Manager

  
Stephanie DeWolfe  
South Pasadena City Manager

Attachment: SR-710 Corridor Mobility Improvement Investments Suggestions

cc: The Honorable Anthony Portantino, Senator, 25<sup>th</sup> District  
The Honorable Chris Holden, Assembly Member, 41<sup>st</sup> District  
Alhambra City Council  
Los Angeles City Council  
Pasadena City Council  
South Pasadena City Council  
Phil Washington, Metro CEO

## SR-710 Corridor Mobility Improvement Investments Suggestions

### *Project Eligibility*

On February 15, 2019, a factsheet was distributed to the Cities regarding the SR-710 Corridor Mobility Improvements Investment. However, there is still some confusion regarding project eligibility for Phase II. The historic May 2017, Metro Board Motion to reallocate the remaining Measure R funds to the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative and new mobility improvement projects specified “Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area.” The Board Motion further “Encourages 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. However, the factsheet indicates that projects will only be deemed eligible if they enhance vehicular capacity. There is no consideration for active transportation or safety components; which seems contrary to the Metro Board Motion. In an effort to improve mobility, it would be beneficial to look comprehensively at the transportation system to improve transportation options for all users as established in the Metro mission, vision, values, and goals. This requires a balance between the reducing idling cars and encouraging multi-modal modes of transportation to reduce automobile dependency.

Metro staff has stated that the recommendation to approve only capacity enhancing projects is attributed to the Purpose and Need Statement for the SR-710 North Project. However, the Purpose and Need Statement does not limit the project scope to vehicular capacity enhancements but specifies that the “proposed action is to effectively and efficiently accommodate regional and local north-south travel demands in the study area... improve efficiency of the existing regional freeway and transit networks; reduce congestion on local arterials adversely affected due to accommodating regional traffic volumes; and minimize environmental impacts related to mobile sources.” Therefore, this once in a lifetime opportunity to fund regional projects should not be limited to vehicular capacity enhancements but embrace multi-modal strategies. As Caltrans acknowledged, “Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increase vehicle miles traveled.”

The Cities acknowledge that the Measure R funds dedicated to the SR-710 North Project were established under the Highway Capital Subfund; however, the selection of the TSM/TDM Alternative as the Preferred Alternative for the SR-710 North Final Environmental Impact Report/Environmental Impact Statement should result in an amendment to move the SR-710 North Project funding from the Highway Capital Subfund to the Local Return Subfund. Per Ordinance #08-01, Section 11 Amendments, Paragraph ‘a’ this may be accomplished with a vote of not less than two-thirds (2/3) of the Metro Board of Directors and is warranted as the majority of the TSM/TDM Alternative and the Mobility Improvement Projects are not highway projects but local projects that produce regional benefits. In addition, the goals of Measure R “focus on reducing congestion, improving traffic flow, improving mobility, and increasing accessibility to public transportation.”

### *Project Evaluation Process*

It is unclear to the Cities how projects were evaluated and selected for Phase I and what the process will be for Phase II. In an effort to support regional projects and establish partnerships, the Cities have taken the initiative to meet and discuss potential impacts associated with the proposed projects. Unfortunately, many of

the cities lack the technical expertise to evaluate the collective traffic impacts. Consequently, the Cities would like to request that Metro provide written guidance on the project evaluation and selection process to help improve transparency and consistency. In addition, the Cities would like to request that the Measure R funding also be allowed to fund staffing for local jurisdictions in need of technical support to implement these projects.

In order to bolster partnership with Metro the Cities would also request the creation of a SR-710 Mobility Working Group. Public Works or Transportation Department staff from the local jurisdictions would be able to participate in the working group to provide insight on potential impacts and assist collaboratively on the management of these important mobility projects. One of the priority areas this partnership forum should focus on is formulating a SR-710 program management plan to provide increased administrative structure to implement the May 2017 Metro Board Motion.

#### *Project Funding Process*

It is unclear what specific steps are necessary to obtain a Letter of No Prejudice or funding agreement. The Cities would like clarification regarding the next steps to ensure the funding is distributed in an expedient manner. Specifically, the Cities would like to request written guidance on the next steps, expenditure plan, and reimbursement requirements that will lead to the implementation and construction of these projects.

Metro staff has offered to some cities to assist with the implementation of the proposed projects and has established that the Measure R funds will be allocated on a “one time basis.” The Cities would like to request that Metro incorporate a contingency in the cost estimates for potential cost overruns if Metro assumes a role in construction management. Any funds that are not expended may then be assigned to other mobility improvement projects in the corridor.



## CITY OF SOUTH PASADENA

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March 29, 2019

Metro Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

### Re: State Route 710 Corridor Mobility Improvements Investments

Dear Metro Board of Directors,

On behalf of the City of South Pasadena (City), we greatly appreciate the Los Angeles County Metropolitan Transportation Authority's (Metro) decision to award the City a total of \$48 million to complete the State Route 110 (SR-110)/Fair Oaks Avenue Interchange project and Regional Traffic Corridor Improvements under Phase I of the State Route 710 (SR-710) Mobility Improvements Investments Program. These two important projects will provide significant traffic congestion relief for the City and region.

The City would like to provide the following modifications to the Phase I projects and submit additional projects for funding consideration for Phase II:

<u>Project</u>	<u>Description</u>	<u>Cost Estimate</u>
1. SR-110/Fair Oaks Avenue Interchange	Based on discussions with Metro and California Department of Transportation additional costs associated with right of way acquisition and design improvements are necessary to address this regional bottleneck.	Increase the total project cost from \$38 million to \$58 million (increase of \$20 million).
2. Regional Traffic Corridor Improvements (Fremont Avenue/ Huntington Drive/ Fair Oaks Avenue)	Inclusion of bicycle and pedestrian safety components associated with the traffic capacity enhancements that were awarded in Phase I	Increase the total project cost from \$10 million to \$20 million (increase of \$10 million)
3. Neighborhood Traffic Safety Program	Safety improvement projects along main cut-through traffic corridors	\$5 million

The City acknowledges receipt of the factsheet distributed by Metro staff on February 15, 2019; but would like the Metro Board to consider the inclusion of non-capacity enhancing projects. Active transportation and safety projects play an important role in improving mobility for all users and provides a more comprehensive approach to the movement of people. We look forward to collaborating with Metro to move forward with the implementation of these important projects.

If you have any questions or comments, please feel free to contact Margaret Lin, Manager of Long Range Planning and Economic Development, at [mclin@southpasadenaca.gov](mailto:mclin@southpasadenaca.gov) or (626)403-7236.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Stephanie DeWolfe', written in a cursive style.

Stephanie DeWolfe  
South Pasadena City Manager

cc: South Pasadena City Council

