



Los Angeles County
Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
JULY 16, 2014**

SUBJECT: STATE ROUTE 710 NORTH STUDY THIRD-PARTY AGREEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- A. Authorize the CEO to enter into Third-Party Agreements with the Los Angeles Department of Water and Power (LADWP), Pasadena Water and Power (PWP), Union Pacific Railroad Company (UP), and Caltrans to provide coordination and technical support associated with the completion of the State Route 710 North Environmental Impact Report/Environmental Impact Statement (EIR/EIS).
- B. Augment the FY15 budget by increasing the total amount for State Route 710 North Study Third-Party Agreements from \$250,000 to \$600,000.

ISSUE

LADWP, PWP, and UP, all herein referred to as "Third Parties", have existing facilities within the footprint of the State Route 710 North Study build alternatives. Continued coordination with Third Parties, prior to finalizing the State Route 710 North EIR/EIS, will be crucial as this will minimize potential Third-Party impacts and help optimize the performance of the build alternatives.

On June 12, 2014, Metro and Caltrans executed a State Independent Quality Assurance (IQA) Cooperative Agreement to provide technical oversight for the State Route 710 North Study. Caltrans IQA oversight is limited to freeway or highway alternatives within Caltrans' Rights of Way. A Third-Party Agreement with Caltrans is needed to provide enhanced IQA services, above and beyond the IQA oversight services contained in the IQA Cooperative Agreement, to account for the multi-modal alternatives that are under study and to fulfill National Environmental Policy Act (NEPA) delegated responsibilities.

DISCUSSION

The study team met with Third Parties during the initial development of the plans for the proposed State Route 710 North Build alternatives. However, further input is needed to fully evaluate the proposed alternatives, and to identify potential impacts for each Third-Party.

Five alternatives were advanced for further study in the State Route 710 North Draft EIR/EIS. The alternatives include bus rapid transit (BRT); light rail transit (LRT); transportation system management/transportation demand management (TSM/TDM); freeway tunnel; and “No Build” (only currently programmed projects).

State Route 710 North Study Build Alternatives

BRT - This alternative consists of high speed and high frequency bus service through a combination of new, dedicated and existing bus lanes, and mixed flow traffic lanes that serve key destinations between East Los Angeles and Pasadena. The proposed BRT corridor extends approximately 14 miles, has 18 station stops, and will operate adjacent to the curb.

TSM/TDM – This alternative includes implementing operational improvements designed to maximize the efficiency of the existing transportation system throughout the study area. The study area is bordered by Interstate Routes 5, 10, 210, 605 and State Route 2. (The TSM/TDM strategies are oriented toward enhancing all of the build alternatives.)

LRT - This alternative consists of a combination of elevated and bored tunnel segments that originate in East Los Angeles and terminate approximately 7 miles underground in the vicinity of Metro’s GoldLine Fillmore station in Pasadena. Seven LRT stations are proposed.

Freeway Tunnel – The alignment for this alternative starts at the existing southern stub of Interstate Route 710 in Alhambra, north of Interstate 10, and connects via two bored tunnels to the existing northern stub of Interstate Route 710, south of the Interstate 210/State Route 134 interchange in Pasadena.

Union Pacific Railroad Company (UP)

The proposed LRT (tunnel section) and freeway tunnel will be constructed underneath UP railroad tracks paralleling Mission Road, just north of the south portal near Valley Boulevard. In addition, operational improvements (e.g. local road widening and local street extensions) are being proposed under the BRT alternative in close proximity to UP rights of way. Further input and coordination with UP is needed before implementing these improvements to ensure compliance with applicable UP design standards (e.g. shoofly and other geometric designs), clearances, regulations and other guidelines; and to determine mitigation measures, as necessary.

Los Angeles Department of Water & Power (LADWP) and Pasadena Water & Power (PWP)

Continued coordination with LADWP and PWP is needed to identify specific power sources and needs for the proposed transit stations and tunnel systems (LRT and freeway) during construction and for operations and maintenance activities.

Caltrans

Caltrans enhanced IQA services throughout the duration of the State Route 710 North environmental process are imperative. To ensure resources are expended appropriately, under the Third-Party agreement, weekly interagency (Metro and Caltrans) staff-level project control meetings will be convened; monthly progress and status reports, detailing the level of effort expended and outlining potential risks (cost, schedule, and scope changes) will be submitted to Metro; and quarterly interagency executive status meetings will be established.

Background

In November 2008, two-thirds of the voters in Los Angeles County approved the use of Measure R funds for transit and highway projects, including the State Route 710 North, to relieve traffic congestion. In June 2010, the Metro Board of Directors authorized staff to conduct a robust public scoping and outreach program to initiate an environmental review process to address decades of growing traffic congestion within and beyond the State Route 710 North Study Area. In October 2011, the technical contract for the State Route 710 North EIR/EIS was awarded. In January 2012, the community outreach contract was awarded to support the technical work.

During the Alternatives Analysis (AA) phase of the contract, over one hundred alternatives solicited from stakeholders within the study area were received and considered by the study team. Following a series of community meetings/information sessions, briefings with key stakeholders, and a rigorous AA screening process, described in detail in the State Route 710 North Study AA report, five alternatives were recommended for further study in the Draft EIR/EIS.

The study team is in the process of completing all requisite technical and environmental reports, studies and plans for insertion in the Draft EIR/EIS. The Draft EIR/EIS is scheduled to be released and circulated for public comments in February 2015.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety by approving this action.

FINANCIAL IMPACT

Funding in the amount of \$250,000 is included in the FY15 budget for State Route 710 North Study Third-Party Agreements, in Cost Center No. 4720 (Highway Program) under Project No. 460315. The projected Third-Party support expenditures (including Caltrans) are shown in Table 1. The Cost Center Manager and the Engineering &

Construction Executive Director will be responsible for requesting and budgeting necessary funds in future fiscal years.

ENTITY	FY15
Third Parties	\$150,000
Caltrans	\$450,000
TOTAL	\$600,000

Table 1 – State Route 710 North Study Projected Third-Party Support Expenditures

Impact to Budget

The source of funds for this project will be from Measure R 20% Highway Funds. No other sources of funds were considered as these have been identified for this contract.

These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board could decide not to authorize the CEO to enter into funding agreements with Third Parties and Caltrans to provide the coordination and technical support associated with the preparation of the State Route 710 North Study EIR/EIS. Advancing the State Route 710 North EIR/EIS without input from Third Parties is not recommended, as it could result in potential design omissions and lead to long-term cost and schedule impacts.

Moreover, Caltrans enhanced oversight is important to ensure the quality of the document and to ensure resources are allocated for the State Route 710 North Study throughout the duration of the environmental process.

NEXT STEPS

Upon Board approval, staff will execute the necessary funding agreements with Third Parties and Caltrans.

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