

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: September 22-23, 2010

Reference No.: 2.2c.(7)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jay Norvell
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR CONSIDERATION OF FUNDING
07-LA-110, PM 9.7/20.7, 07-LA-105, PM R4.9/R9.6, 07-LA-10, PM 18.4/31.2 07-LA-10S,
PM 16.97/28.61, 07-LA-10, PM S 0.0/0.6
RESOLUTIONS E-10-82 AND E-10-83**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-10-82 and E-10-83.

ISSUE:

The attached resolutions propose to approve for consideration of funding the following project for which two Final Environmental Impact Reports (FEIRs) have been completed:

- Routes 110, 105, 10S and 10 in Los Angeles County. Convert existing HOV Lanes to HOT Lanes on Route 110, 105, 10S, and 10 in and near the city of Los Angeles. (EA 27440)

This project in Los Angeles County will convert High Occupancy Vehicle lanes to High Occupancy Toll lanes. The project was covered environmentally with two separate environmental documents, one document for the Route 110 and 105 portion of the project and one document for the Route 10 and 10S portion of the project. The project is programmed in the State-Local Partnership Program and includes federal and local funds. Construction is estimated to begin in Fiscal Year 2010-11. Total estimated project cost is \$69,300,000 for capital and support. The scope as described for the preferred alternative is consistent with the project scope programmed by the Commission in the State-Local Partnership Program.

Copies of the FEIRs have been provided to Commission staff. The project will not involve a substantial amount of construction activities but due to public interest and controversy associated with toll lanes and the large amount of public outreach and education involved with the project it was decided to prepare a higher level of environmental document. As a result, Environmental Impact Reports were prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 07-LA-110 PM 9.7/20.7, 07-LA-105, PM R4.9/R9.6, Resolution E-10-82

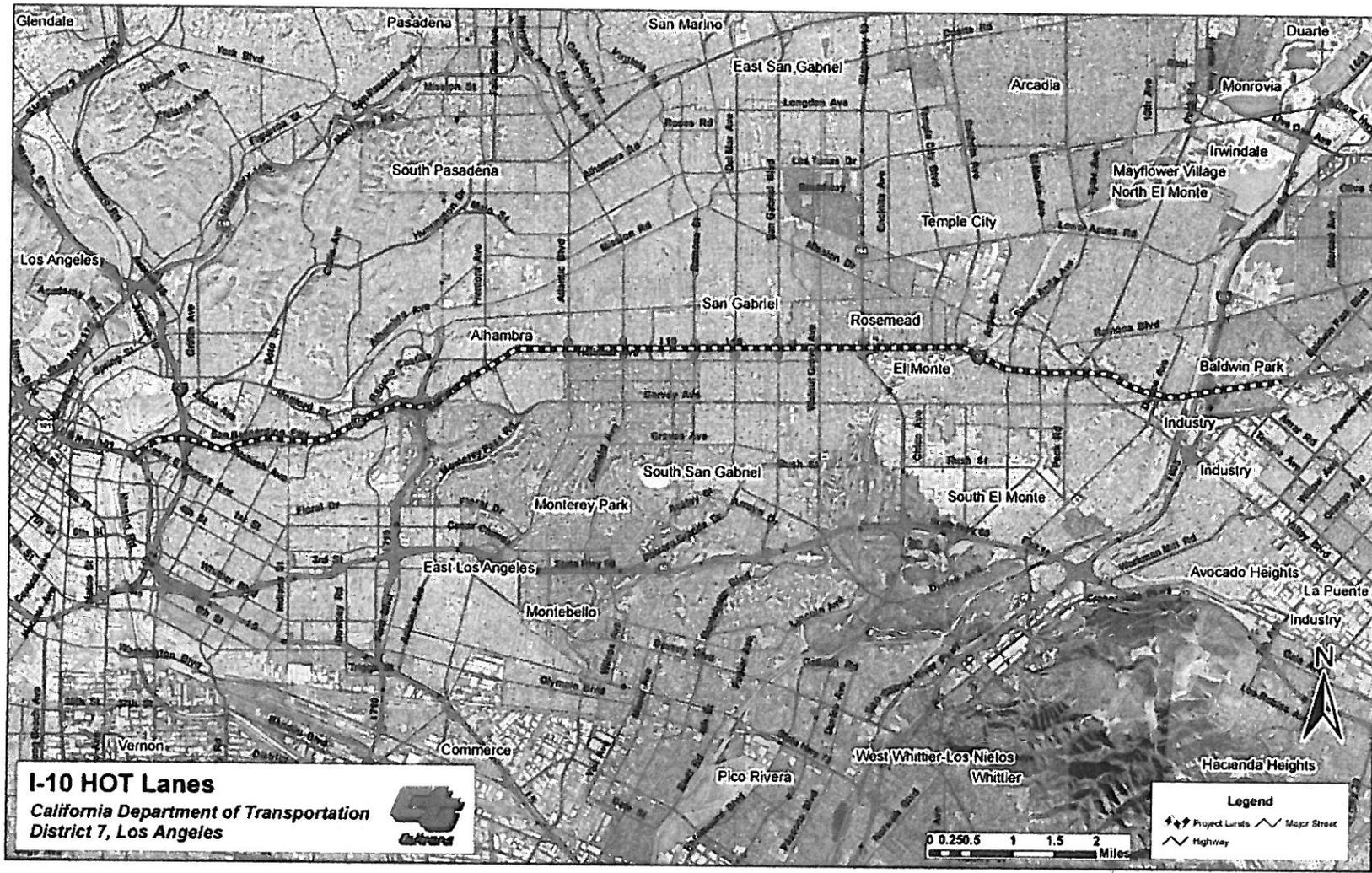
- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Routes 110 and 105 in Los Angeles County. Convert existing HOV Lanes to HOT Lanes on Routes 110 and 105 near the city of Los Angeles. (EA 27440)
- 1.2** **WHEREAS**, the Department has certified that the Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Environmental Impact Report; and
- 1.4** **WHEREAS**, the Environmental Impact Report did not identify significant effects after mitigation; and
- 1.5** **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 07-LA-10 PM 18.39/31.2, S 0.0/0.64, 07-LA-10S, PM 16.97/28.61, Resolution E-10-83

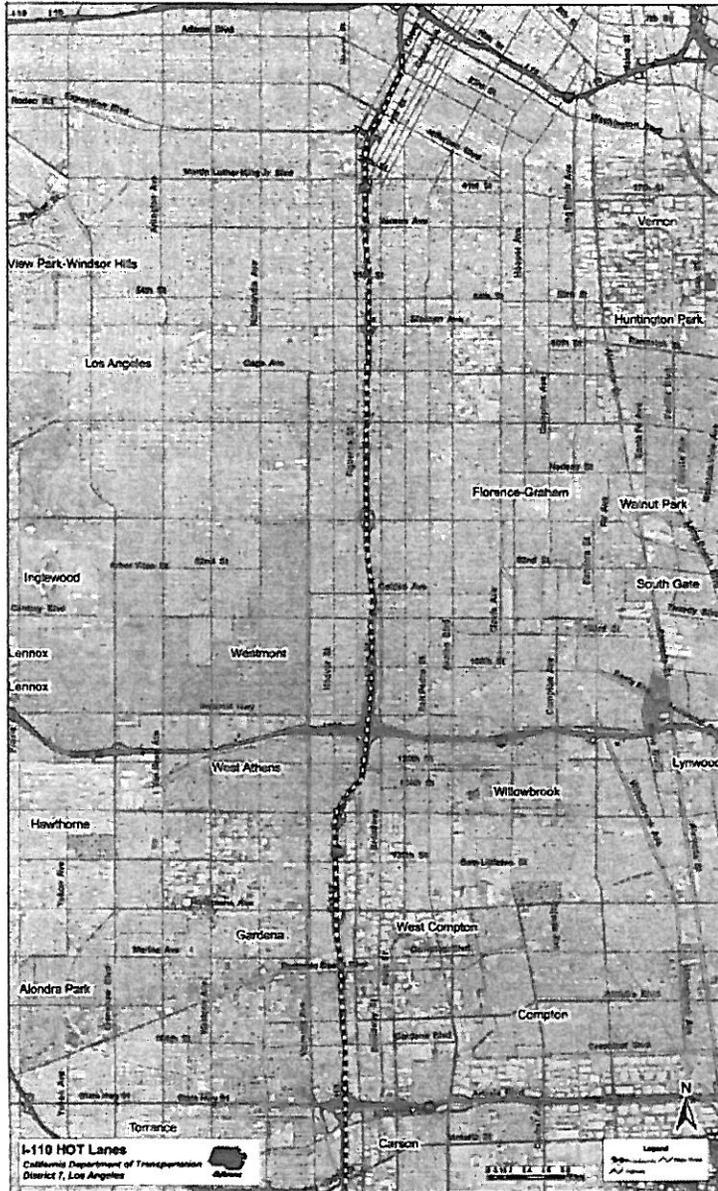
- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Routes 10 and 10S in Los Angeles County. Convert existing HOV Lanes to HOT Lanes on Routes 10 and 10S near the city of Los Angeles. (EA 27440)
- 1.2** **WHEREAS**, the Department has certified that the Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Environmental Impact Report; and
- 1.4** **WHEREAS**, the Environmental Impact Report did not identify significant effects after mitigation; and
- 1.5** **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

Figure 1-1 Project Area Map



becomes the commonly known Pasadena Freeway or Arroyo Seco Parkway, the first freeway in California and a State Scenic Highway.

Figure 2 | Project Location Map



The Harbor Transitway is the dedicated high-occupancy vehicle structure that runs in the median of I-110. It is open to vehicles with two or more passengers and serves buses operated by Metro, the Los Angeles Department of Transportation, the Orange County Transportation Authority, the City of Gardena, and the City of Torrance. Five bus stops are located on the transitway within project limits, as well as a connection stop to the Green Line, an east-west commuter light rail operated by Metro.

Land uses in the project vicinity are varied and diverse. Adjacent to the project limits, land uses encompass residential, business/retail, and industrial uses, as well as parklands.

The proposed project is being funded by a grant from the United States Department of Transportation to implement the region's Congestion Reduction

Demonstration Program, as administered by Metro. The Program consists of multiple projects aimed at reducing gridlock in the Los Angeles area, notoriously known for traffic congestion. Congestion pricing, the proposed ExpressLanes project in particular, is one of the methodologies being considered to relieve congestion in the region.