

Agenda Report

February 11, 2013

TO: Honorable Mayor and City Council
FROM: Department of Transportation
SUBJECT: **ADDITIONAL STUDIES FOR THE SR-710**

RECOMMENDATION:

It is recommended that the City Council direct staff to seek collaboration with neighboring cities in the SR-710 corridor to monitor, comment, and possibly engage in independent studies to ensure the full and accurate assessment of impacts related to the proposed SR-710 project alternatives.

BACKGROUND:

At the December 10, 2012 special meeting of the City Council, staff was directed to make an evaluation of the cost of supplemental studies of the SR-710 alternatives that would focus on environmental, health, pollution, and traffic issues that might affect Pasadena if any of the alternatives are adopted by Metro/Caltrans.

The following chart illustrates the types of studies that would meet the Council's request and highlights the tools available, the data sources and the skills needed to accomplish the studies. Generalized cost has been estimated on the basis of recent City-commissioned studies for similarly scaled (but less complex) analyses where such analyses have been recently completed.

However, some of the analyses, particularly the Health Impact Assessment (HIA), are not yet defined in terms of content or methodology for the purposes of including HIAs in EIRs, which makes the generalized cost estimate for the HIA very speculative.

Table 1: Parallel Study Approach

Type of study	Tools	Data Resources	Skills Needed	Generalized Cost
Health impact assessment	UCLA screening tool	To be determined	See attached checklist	\$\$
Traffic impacts <ul style="list-style-type: none"> • Traffic volumes • Transit ridership • Truck volumes • Toll effects 	SCAG 2012 RTP-based four-step forecasting model (traffic, transit, tolls); SCAG truck submodel	Census, ACS, SCAG and POLA/POLB surveys of trucks and port activity; regional forecasts for population, employment, port activity	Transportation planner/engineer with forecast modeling experience; Logistics specialist for goods movement	\$\$\$
Air quality impacts	CARB/USEPA models	CARB/USEPA climate data bases; Outputs from traffic forecasting model	Environmental planner/air quality specialist	\$ plus traffic modeling
Tunnel Design/ Operation <ul style="list-style-type: none"> • Ventilation • Life safety • Cost 		Independent design of tunnel and support systems	Architect or engineer with tunnel design and construction experience	\$\$\$\$ to develop design
Tunnel Construction Impacts <ul style="list-style-type: none"> • Haul truck routing/volumes • Dust/AQ impacts • Vibration Analysis 		Independent design of tunnel construction technique	Engineer or construction manager with tunnel construction experience	\$ for review plus cost to develop design

\$ ~ \$100,000 \$\$\$ ~ \$1,000,000
 \$\$ ~ \$500,000 \$\$\$\$ > \$1,000,000

For the transportation studies, it is not feasible to undertake development of a parallel regional forecasting model, which leaves as the only option use of SCAG's four-step model to forecast traffic volumes and transit use. As the designated Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the travel demand forecasting model used to maintain two federally

mandated planning documents: the Regional Transportation Plan and the Regional Transportation Improvement Plan.

The ability of the City to conduct an independent study of the effects of trucks and tolls on the SR-710 North may also be limited since the only truck forecasting model for this region is the one developed by SCAG and the platform to evaluate the effect of tolling on traffic volumes is the one also developed by SCAG for the 2012 Regional Transportation Plan.

Regarding the tunnel design and construction impact studies, the parallel study approach would require the City to independently develop a design for a tunnel for the SR-710 corridor. Such an activity is unlikely and costs have not been developed for that eventuality, other than to speculate that it would be very expensive.

The limitations on conducting independent studies beg the question of whether resources would be expended more cost effectively to review the work prepared by Metro's consultants rather than to replicate the study effort. The drawback to just reviewing Metro's work is that it is dependent upon Metro providing the technical information in a timely fashion. Experience to date on the SR-710 has been that Metro's team provides the technical detail very late in the process, which will limit the usefulness of a detailed technical analysis of the Metro findings in terms of supporting Council positions that may wish to be taken during the process.

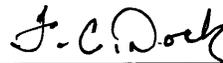
An alternate approach that may be more useful for the SR-710 project would involve the use of a consultant that is qualified to address the policy issues of the SR-710 in the context of regional, state and federal priorities and funding constraints. The charge for such a consultant would be to identify the avenues through which the City could best affect the outcome of the SR-710 project and then develop a program to deliver the City's message via those avenues. Possible outcomes may include the City sponsoring the development of white papers to highlight issues with the SR-710 tunnel, to promote alternate approaches to the regional issues or to highlight impacts on Pasadena. This approach may involve a campaign of direct correspondence to state and regional elected and appointed officials involved with the state highway system, state finance, regional transit and regional air quality.

Several of Pasadena's neighboring communities are already involved in both types of activities and have offered to Pasadena the opportunity to join with their efforts. The communities include the Cities of South Pasadena, La Canada/Flintridge, Sierra Madre and Glendale. Participating with neighboring communities would allow for sharing of costs for consultants and technical studies. However, Pasadena would need to be specific about which aspects of a collaboration could be supported within the boundaries of the current policy position vis-à-vis Measure A from 2001 and the adopted City Council position. To that end, staff suggests that the City's goal in any collaboration be defined as activities to ensure the full and accurate assessment of impacts from the SR-710 project and the full mitigation of those impacts on Pasadena.

FISCAL IMPACT:

It is unknown at this time how much the City's share would be if we were to collaborate with neighboring cities on potential studies. Once this information is available, staff would return to City Council and recommend an appropriation to fund these joint studies.

Respectfully submitted,



FREDERICK C. DOCK
Director
Department of Transportation

Approved by:



For MICHAEL J. BECK
City Manager

Attachment: HIA Screening/Scoping Checklist (UCLA)