

Memorandum

To: I-110 ADAMS TERMINUS IMPROVEMENT PROJECT
PROJECT FILE

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Subject: **ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION (MND)/FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR THE I-110 ADAMS TERMINUS IMPROVEMENT PROJECT AND SELECTION OF NO-BUILD ALTERNATIVE**

CEQA Addendum and NEPA Revalidation:

In accordance with CEQA Guidelines Section 15164, Caltrans submits this addendum to the 2018 MND/FONSI for the I-110 Adams Terminus Improvement Project. The purpose of this addendum is to document the identification of the No-Build Alternative as the preferred alternative for the project.

In compliance with NEPA, a Revalidation will be issued for the purpose of documenting the identification of the No-Build Alternative.

Background:

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes the I-110 Adams Terminus Improvement Project in the City of Los Angeles, which aims to enhance the transportation infrastructure by reducing congestion on the I-110/Adams Blvd. off-ramps, Adams Blvd., and nearby intersections. The initial project proposal, analyzed in the 2018 MND/FONSI, outlined various alternatives, including the Build Alternative (Flyover Alternative) and the No-Build Alternative.

Following the completion of the 2018 MND/FONSI, an action was filed on May 30, 2018, challenging, among other things, the CEQA significance finding for historic resources. As part of a stipulated dismissal of that action, Caltrans agreed to halt all construction activities related to the project until an Environmental Impact Report (EIR) is certified for the project.

Additional outreach was conducted with consulting parties in the form of virtual meetings, as well as formal Scoping Meetings in Fall 2021.

Proposed Arterial Build Alternative:

In Fall 2021, the City of Los Angeles Mayor's Office requested an analysis of an Arterial Build Alternative that would address the Purpose and Need of the project. In December 2022, Metro completed the Traffic Evaluation Report to evaluate a proposed extension of the northbound I-110 ExpressLanes along Adams Blvd, Hill St, and Olive St, as part of an arterial ExpressLanes extension. The study concluded that more circulating traffic would be introduced in the local roadway network by restricting left turns at several intersections and would worsen overall traffic performance compared to the No-Build condition. Therefore, the project development team did not move forward with the Arterial Alternative.

Justification for the No-Build Alternative:

After a thorough review of the environmental studies conducted for the 2018 MND/FONSI and further studies following the Scoping Meetings held in November 2021 and subsequent public input, it has been determined that the No-Build Alternative is the most appropriate choice for the following reasons:

1. Environmental Considerations: The No-Build Alternative would avoid any physical alterations to the project area, thus preserving the existing natural and built environment. This alternative would minimize potential impacts to cultural and historic resources, noise levels, air quality, and visual aesthetics.
2. Cost and Feasibility: The No-Build Alternative is considered more cost-effective and feasible compared to the Build Alternative. The estimated financial investment and associated risks with constructing and maintaining the proposed infrastructure under the Build Alternative is deemed unjustifiable at this time.
3. Community Input: Extensive public participation and input from stakeholders have been taken into account during the decision-making process. The selection of the No-Build Alternative reflects the community's preference, as it aligns with their concerns regarding potential disruptions, impacts to historic resources, and other long-term impacts.