



Board Report

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Agenda Number: 5.

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE

APRIL 19, 2017

PLANNING & PROGRAMMING COMMITTEE

APRIL 19, 2017

SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **I-710 South Corridor Project EIR/EIS update** report.

ISSUE

The I-710 South Corridor Project is approaching a major milestone, the recirculation of the draft environmental document, in June 2017. The Project alternatives have been revised to reflect community and agency input received during the first circulation of the draft environmental document in 2012 and Metro Board Motion 22.1 (2015), which added primarily non-freeway improvements to the Project and several mitigation and policy considerations. The Project Team has included all scope elements added by Motion 22.1 in the revised Project description and completed all the additional technical evaluations required. Mitigations and policy considerations contained in the Motion will be evaluated in future Project phases as appropriate. Staff is currently establishing the channels by which these elements will be addressed.

Upon completion of the public circulation period, the Project Team will develop a recommendation on a Preferred Alternative and an Initial Phasing Plan. These recommendations will be based on community input, funding availability, and a robust technical analysis of the costs and benefits of each alternative. The recommendations will be vetted through the I-710 advisory committees before being brought to the Metro Board in January 2018. Staff anticipates completing the Final EIR/EIS by summer 2018. In anticipation of potential funding opportunities, staff has developed a series of “early action” project concepts which have been included in Metro’s Measure M Expenditure Plan.

DISCUSSION

Background

The I-710 South study area encompasses an 18-mile long corridor that extends from Ocean Blvd. in Long Beach to State Route 60. The I-710 South is a vital transportation artery linking the Ports of Los

Angeles and Long Beach to major origins and destinations in Southern California and beyond. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 South experiences serious congestion and safety issues. Among the major concerns in the corridor are higher than average truck accident rates, the projected growth in the study area, and effects of recurring congestion and diesel emissions on air quality in the surrounding communities. The I-710 South project seeks to improve mobility, safety, air quality, public health, and accommodate projected growth.

A Draft EIR/EIS circulated on June 28, 2012 evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation. Community Alternative 7 (CA-7) was proposed by the Coalition for Environmental Health and Justice (CEHAJ) as a build alternative to be studied in the Draft EIR/EIS. CEHAJ consists of several environmental and community organizations including Communities for Better Environment, Legal Aid Foundation of Los Angeles, Natural Resources Defense Council, East Yard Communities for Environmental Justice, Physicians for Social Responsibility, and Coalition for Clean Air, among others. Under CA-7, CEHAJ proposed no additional general purpose lanes, a separate 4-lane elevated freight corridor restricted for use by zero emission trucks, no new right-of-way acquisition, an aggressive strategy to improve public transit via rail and bus in the I-710 Corridor, comprehensive regional active transportation improvements, comprehensive construction mitigation program, and extensive community benefits programs, and requested that CA-7 be studied in a Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In early 2014, the Project Team began working with the various I-710 advisory committees to present the work accomplished to date (traffic forecasting and alternatives development) and to further refine the preliminary build alternatives and geometric concepts. By mid-2014, the following two Build Alternatives were presented to the I-710 advisory committees for inclusion in the RDEIR/SDEIS (Attachment A):

Alternative 5C - Widen I-710 to 5 mixed flow lanes in each direction plus improvements at I-710/I-405 (including truck by-pass lanes), I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Alternative 7 - Two dedicated lanes (in each direction) for clean technology trucks from Ocean Blvd. in Long Beach to the intermodal railroad yards in Commerce/Vernon, plus improvements at I-710/I-405, I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Board Motion 22.1

After extensive coordination and collaboration with a variety of stakeholders, the Board approved Motion 22.1 in October 2015. This Motion directed staff to evaluate certain CA-7 scope elements under Alternatives 5C and 7 in the I-710 Corridor Project EIR/EIS, and to report back in 60 days. The additional scope elements included the evaluation of bikeway and pedestrian improvements, right-of-way avoidance design options, additional transit service analysis and additional mitigation concepts (see Attachment B for the Motion language). Three independent bikeway projects were also recommended for study outside the EIR/EIS and staff was directed to come back with recommendations on how to fund those studies.

At the January 2016 meeting, the Board authorized the Chief Executive Officer to execute a contract modification to provide additional funds (\$3,729,598) required to complete the additional work specified in Motion 22.1

Between January and December 2016, the Project Team worked with Caltrans, Metro Transit Operations Planning, LA County Department of Public Works, US Army Corps of Engineers, Air Quality Management District, Gateway Cities COG, the corridor cities, Southern California Edison, LA Department of Water and Power and other stakeholders to develop designs, engineering plans, and cost estimates for every item added to the scope of the Project through Motion 22.1. The culmination of this effort was the completion of a fully-revised Project description, which incorporates Motion 22.1 in its entirety. Since October of 2016, the Project Team has been presenting the Project description revisions and updates to the I-710 advisory committees, highlighting Motion 22.1 elements.

The implementation of some scope elements of Motion 22.1 will fall outside of the jurisdiction of Caltrans or Metro. For example, LA River Bike Path improvements will have to be implemented by the owner of the facility, Los Angeles County. In such cases, Metro staff has initiated discussions with the appropriate agencies to ensure there is an implementation path beyond the environmental clearance of the I-710 Project.

Besides the elements being added to the Project's scope, Motion 22.1 also directed staff to evaluate various policy proposals and possible mitigation measures during construction (e.g. subsidized transit operations in the Project study area during construction). The execution of these tasks will take place during future phases of the project. Nevertheless, Metro staff has initiated the creation of oversight groups that will ensure the continuation and eventual completion of these tasks.

A detailed description of the work performed by the Project Team to revise the Project Description and a description of next steps for every item in Motion 22, including elements to be implemented by others and proposals for future phases of the project, is provided in Attachment C.

Recirculation, Project Approval Process and Early Action Projects

The revised Project Description was used to complete all the technical studies that constitute the basis of the environmental document. The 1st Administrative Draft of the RDEIR/SDEIS was submitted for Caltrans review on January 6, 2017. This submittal is step 1 of Caltrans' 5 Step NEPA review process. Metro is working closely with Caltrans to ensure this review process is completed on schedule for the RDEIR/SDEIS to be out for circulation by mid-June 2017.

The RDEIR/SDEIS will be in circulation for 90 days. After the public circulation period, the Project Team will evaluate all the comments and prepare responses. Furthermore, the Project Team will prepare a recommendation for a Preferred Alternative and Initial Phasing Plan based on the following: 1) Input gathered from public comments and I-710 advisory committees; 2) the results of a baseline funding availability and P3 delivery evaluation (to be completed by June 2017); and 3) the evaluation of costs and benefits for each of the major segments of the Project to develop an implementation strategy that yields the best value for the users of the freeway and the residents of the corridor.

The Preferred Alternative and Initial Phasing Plan recommendation will be vetted through the various I-710 advisory committees between September and November 2017. Staff anticipates bringing the recommendation back to the Metro Board in January 2018. The Metro Board will then forward the recommendation to Caltrans for final concurrence. This process and timeline is illustrated in Attachment D. A Final EIR/EIS will be prepared for the Preferred Alternative and a Record of Decision/Notice of Determination (ROD/NOD) will be prepared for the Initial Phase of the project. The ROD/NOD is anticipated by August 2018. In order to build consensus for the project and for this project approval process to succeed, Metro staff will proactively engage numerous stakeholders through the corridor over the next 10 months. Working with the Community Relations and Government Affairs departments, Highway Program staff is developing a communication action plan that details every step needed to support project approval process.

In anticipation of opportunities to leverage local funding for the Project (\$590 million in Measure R and \$500 in Measure M), Metro staff is evaluating Initial Phase and “Early Action” project implementation under either one of the Project Alternatives. Once a Preferred Alternative and Initial Phase are selected, staff will begin work on final design for the “Early Action” projects. These projects have already been identified in the Measure M Expenditure Plan.

DETERMINATION OF SAFETY IMPACT

The I-710 South Corridor EIR/EIS update will have no impact to the safety of Metro’s patrons or employees or the general public.

FINANCIAL IMPACT

Funding for the recirculation and project approval of the I-710 South Draft EIR/EIS is included in the FY17 budget in Cost Center 4730 (Highway Program B), Project 462316, (I-710 South EIR/EIS), Task 5.2.100, Account 50316 (Services Professional/Technical). Since this is a multi-year project, the cost center manager and the Senior Executive Officer of the Highway Program or designee will continue to be responsible for budgeting the cost in future years. Additional funding will be required to complete the Final EIR/EIS, once a preferred alternative is selected. Staff will request authorization to amend the existing professional services contracts supporting this project at the January 2018 Board meeting.

Impact to Budget

The source of funds for this project is Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to proceed with completing the environmental document for the Project. This alternative is not recommended as it would be contrary to prior Board directions and Metro’s intent to proceed with implementation of much needed improvements along the I-710 Corridor.

NEXT STEPS

Metro and Caltrans will circulate the RDEIR/SDEIS in mid-June 2017. A recommendation for a Preferred Alternative and initial phase of the project will be brought to the Board in January 2018.

ATTACHMENTS

Attachment A - Project Alternatives Description

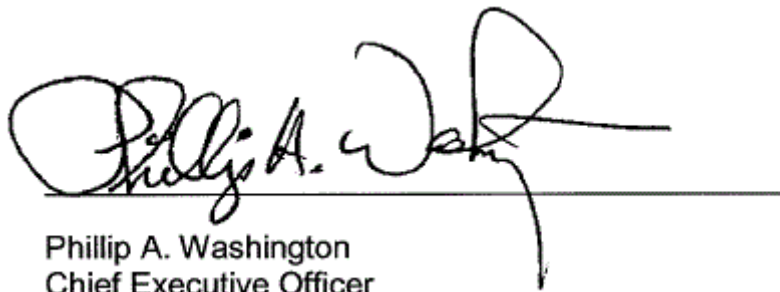
Attachment B - Board Motion 22.1

Attachment C - I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Attachment D - I-710 Project Approval Timeline and Process

Prepared by: Ernesto Chaves, Sr. Director, Highway Program (213) 922-7343
Abdollah Ansari, Sr. Executive Officer, Highway Program (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer, (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

I-710 South Corridor Project Alternatives

Alternative 1: (No Build) Future Travel Conditions without Further Transportation Improvements

Alternative 5C: Modernizes and Widens the I-710 Freeway

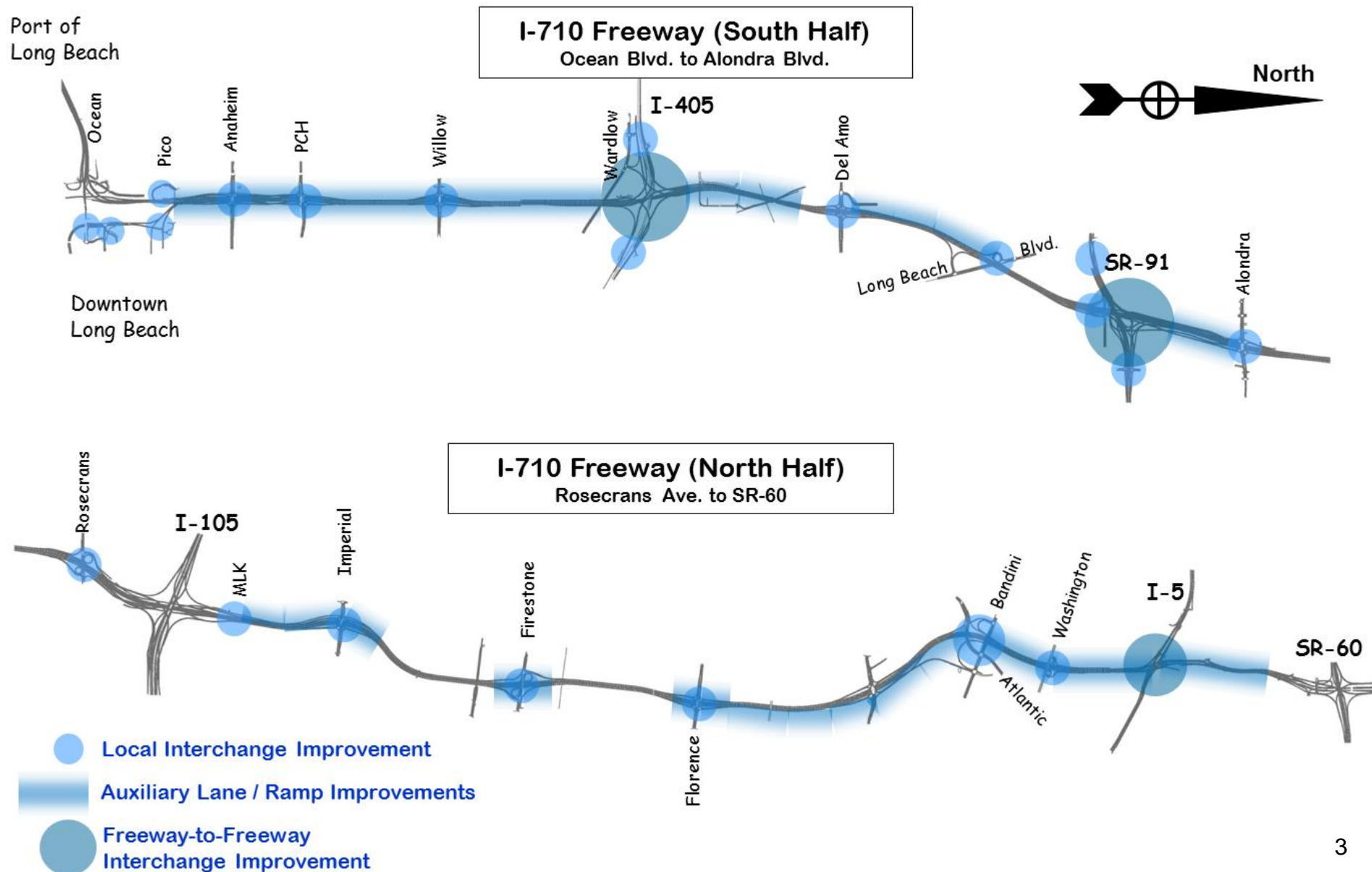
Alternative 7: Modernizes I-710 and Adds “Clean Emissions” Freight Corridor

I-710 South Build Alternatives

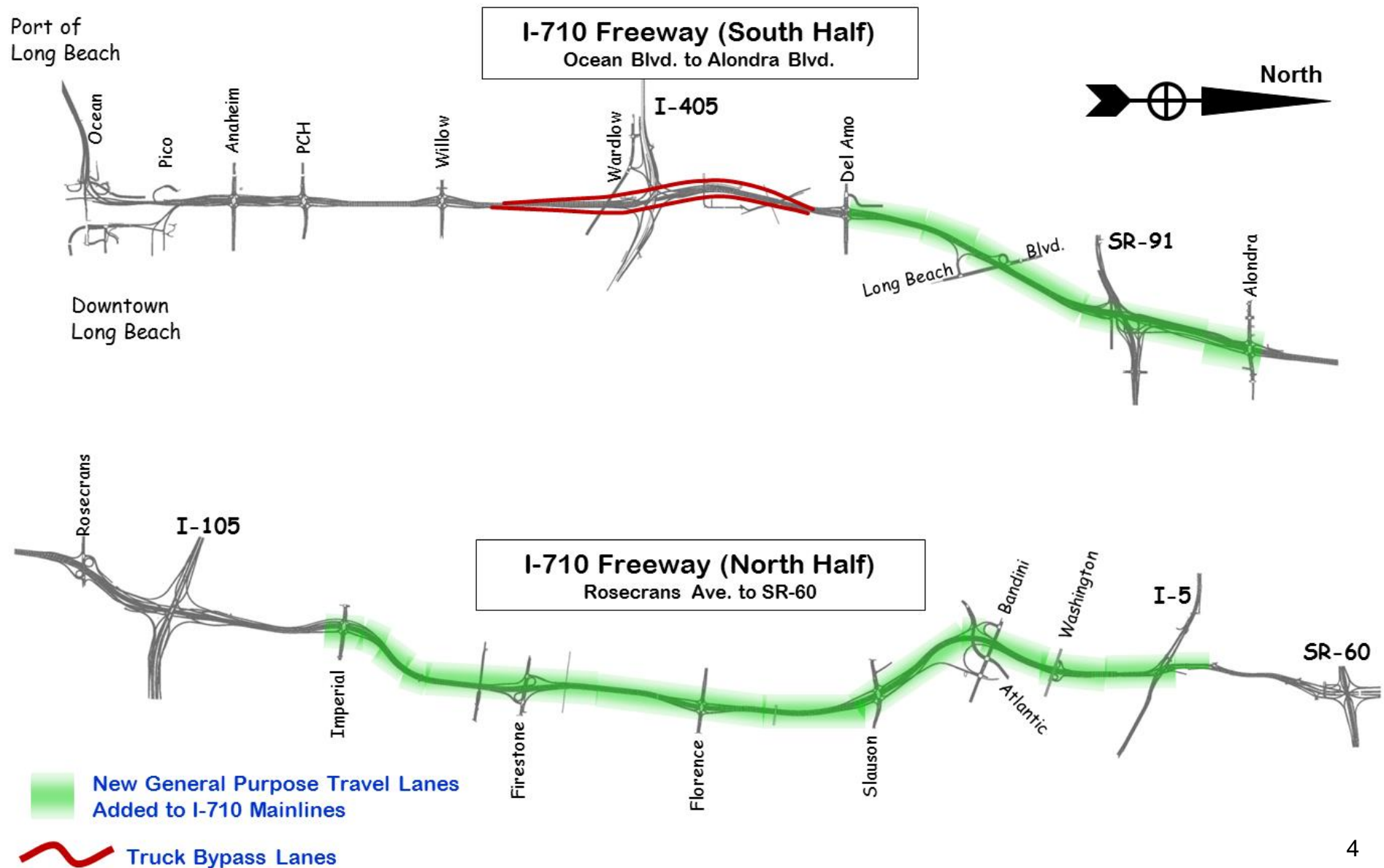
Both Alternative 5C and Alternative 7 include:

- Maximum Goods Movement by Rail
- TSM/TDM/ITS Improvements
- Transit Improvements
- Active Transportation Improvements (Bike / Ped. Connections)
- Consideration of a Public-Private Partnership (PPP) for Financing, Delivery, and Operation
- I-710 Zero-/Near Zero- Emissions Truck Deployment Program
- I-710 Community Health & Benefit Program

Alt 5C & 7: Improves I-710 Geometrics



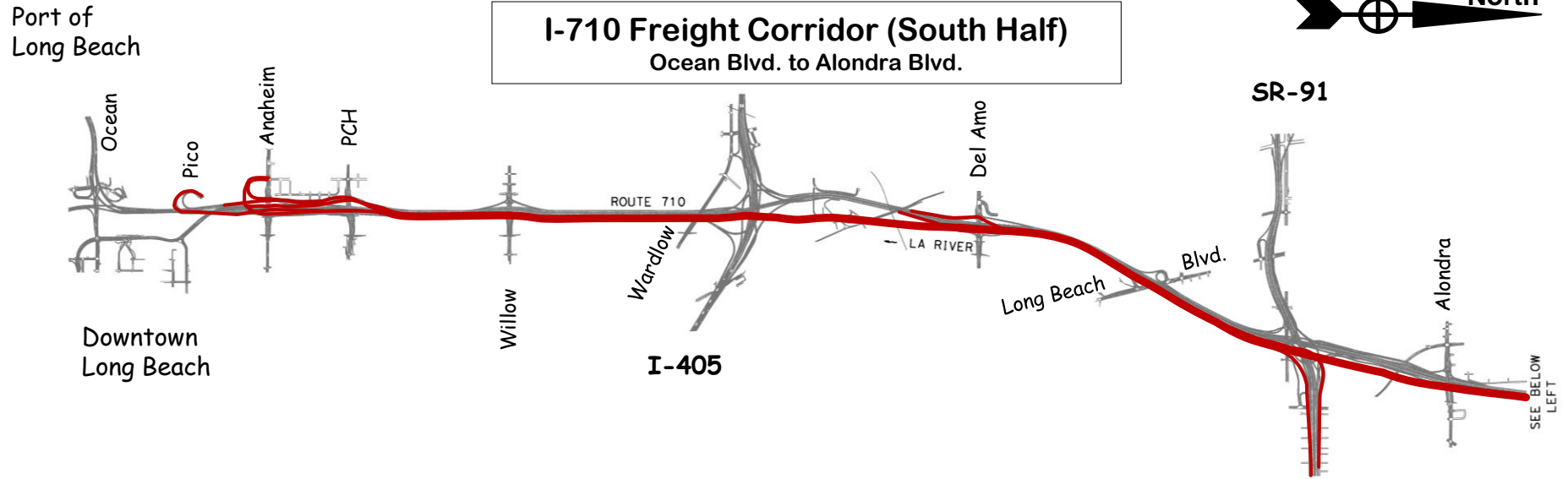
Alt 5C: Widens I-710 in Some Areas



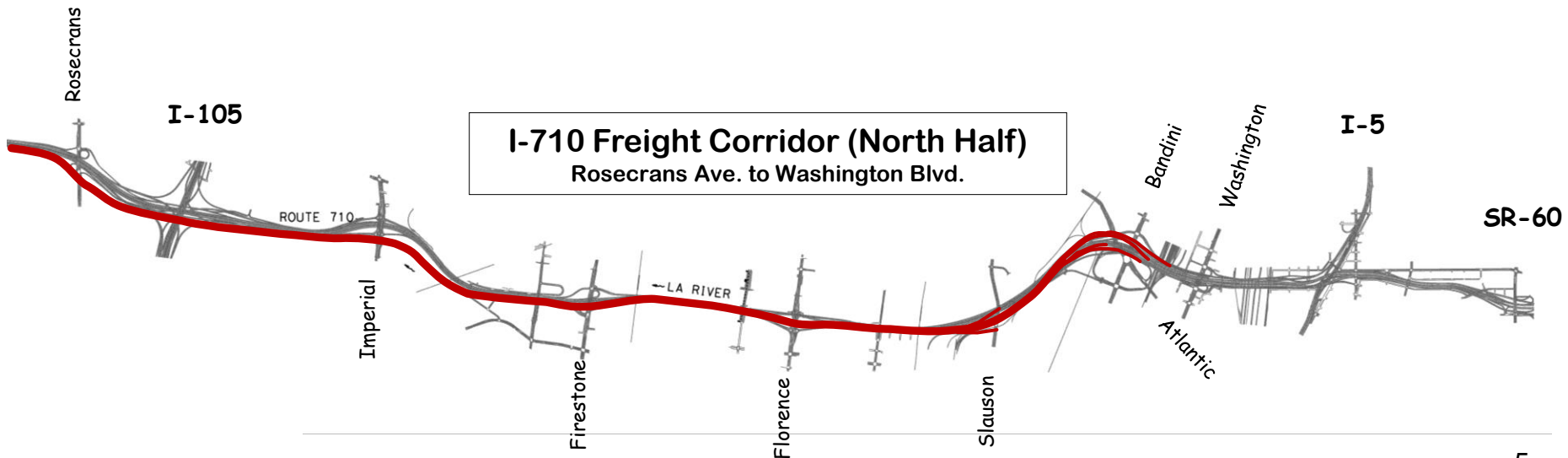
Alt 7 - Includes Freight Corridor



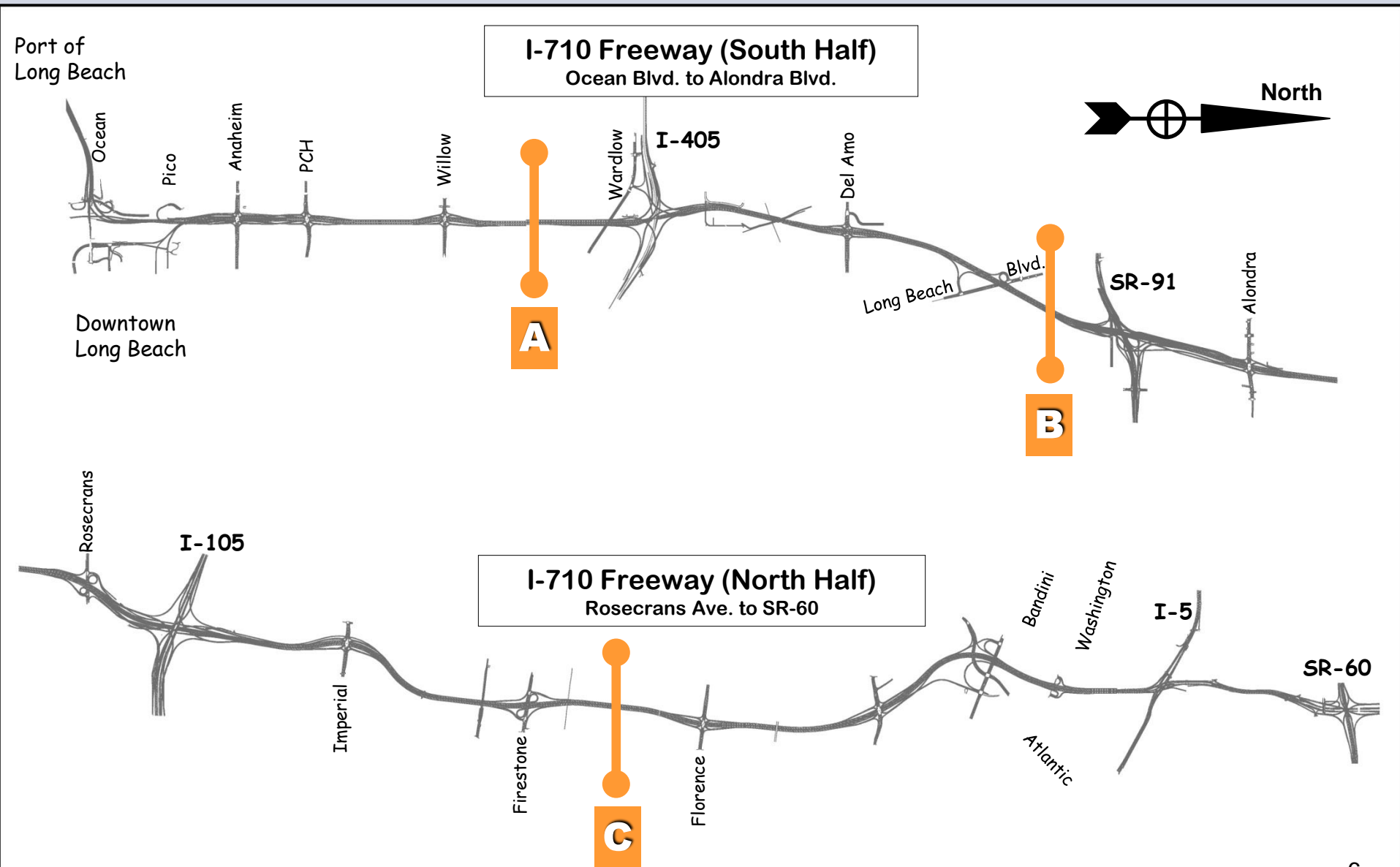
I-710 Freight Corridor (South Half) Ocean Blvd. to Alondra Blvd.



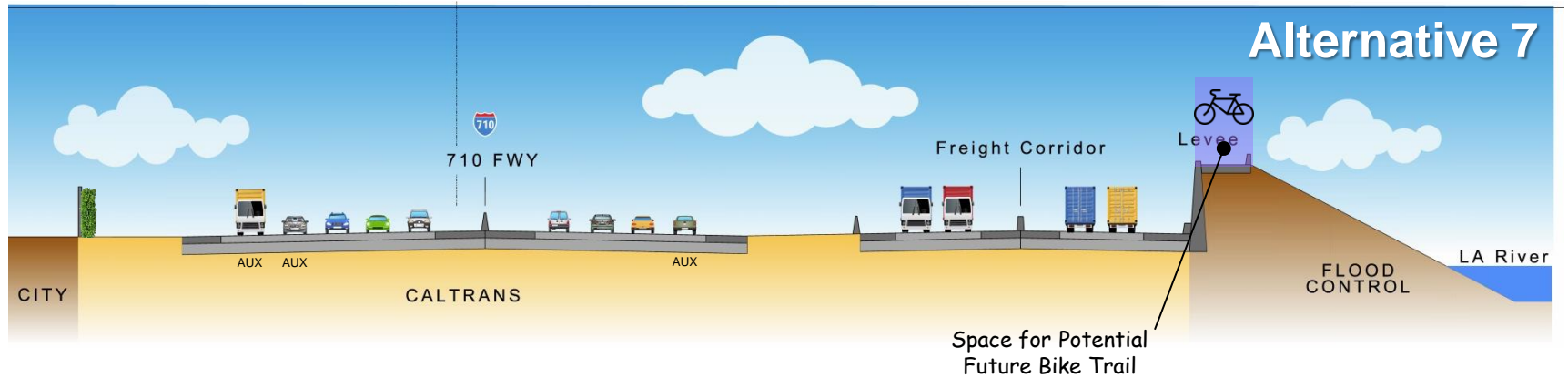
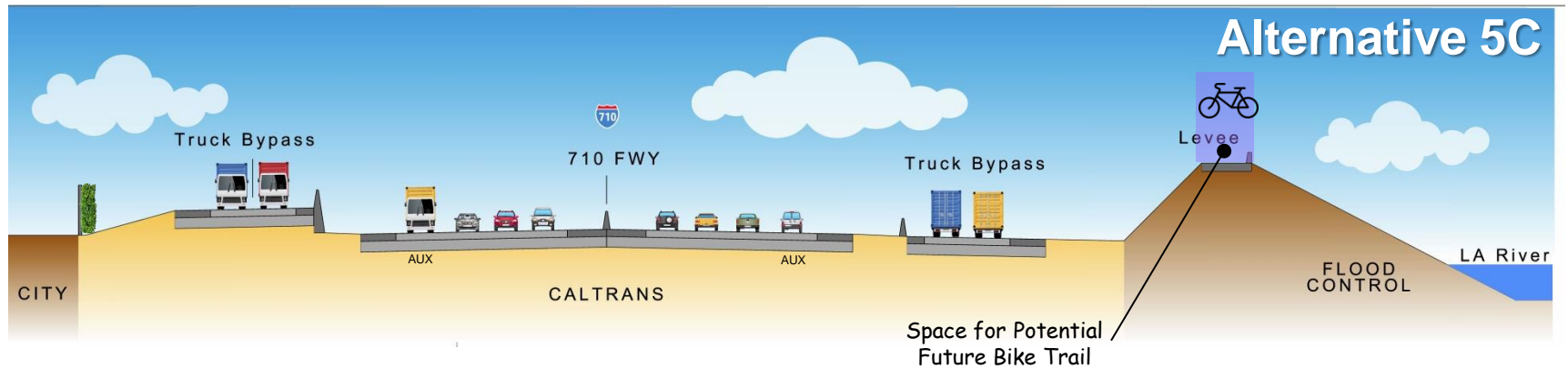
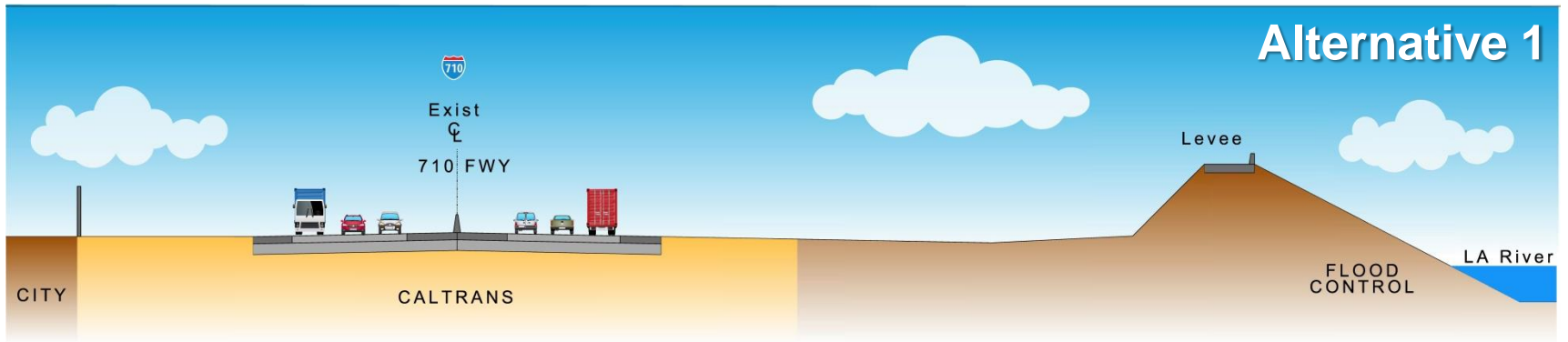
I-710 Freight Corridor (North Half) Rosecrans Ave. to Washington Blvd.



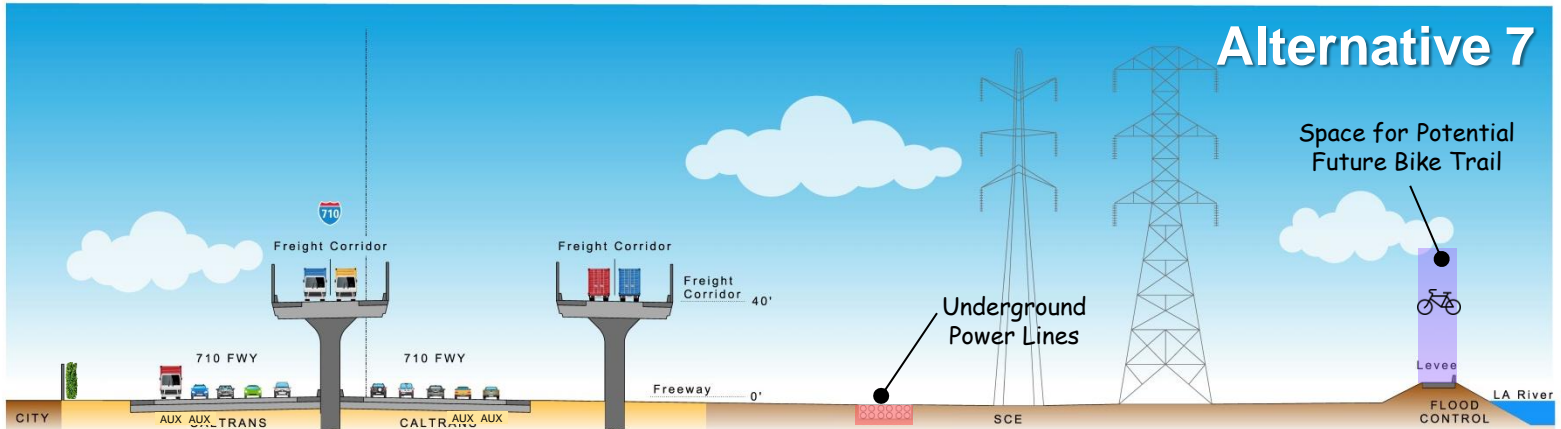
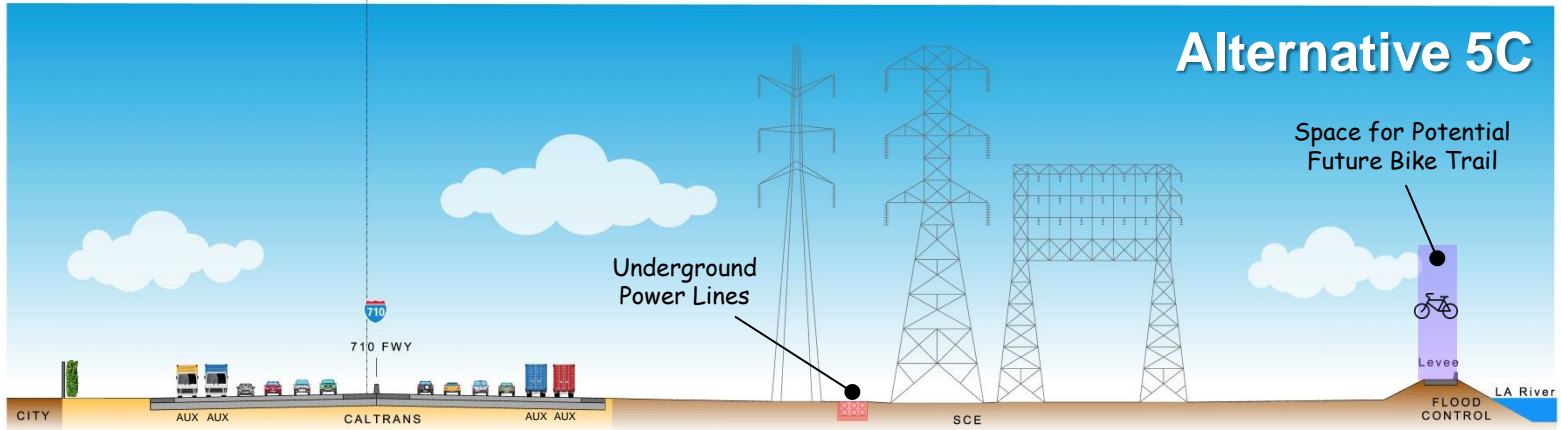
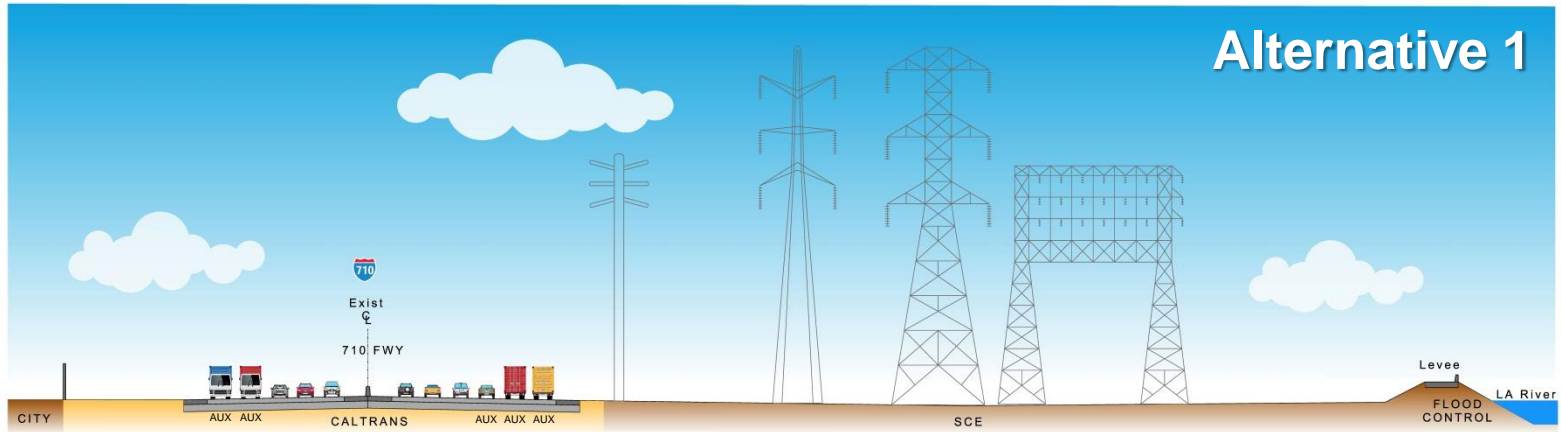
Cross Section Locations



A Between Willow St. and I-405

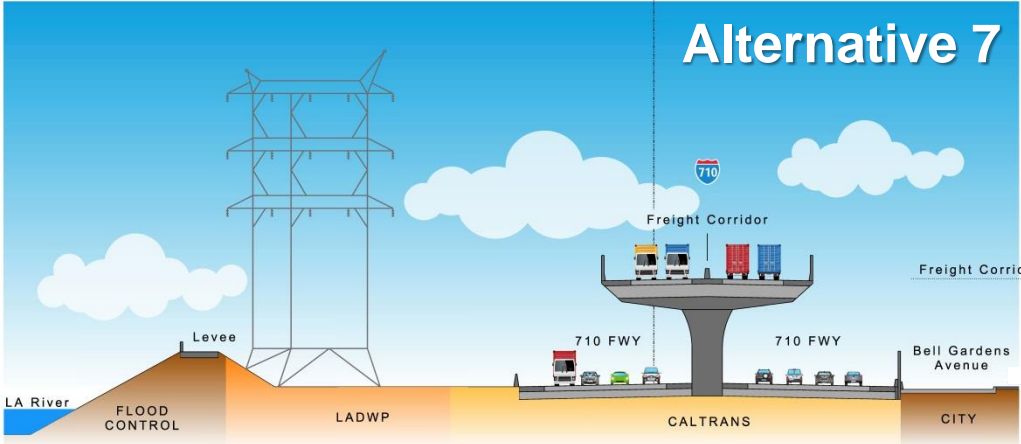
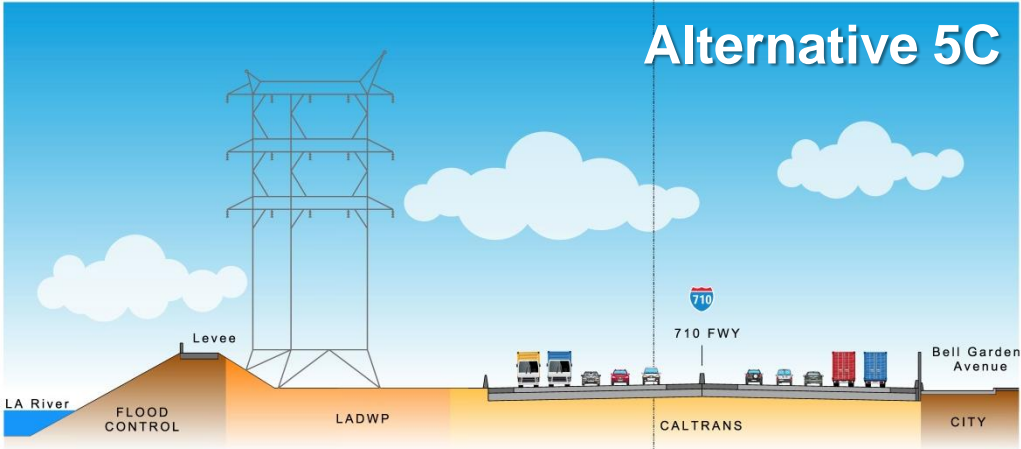
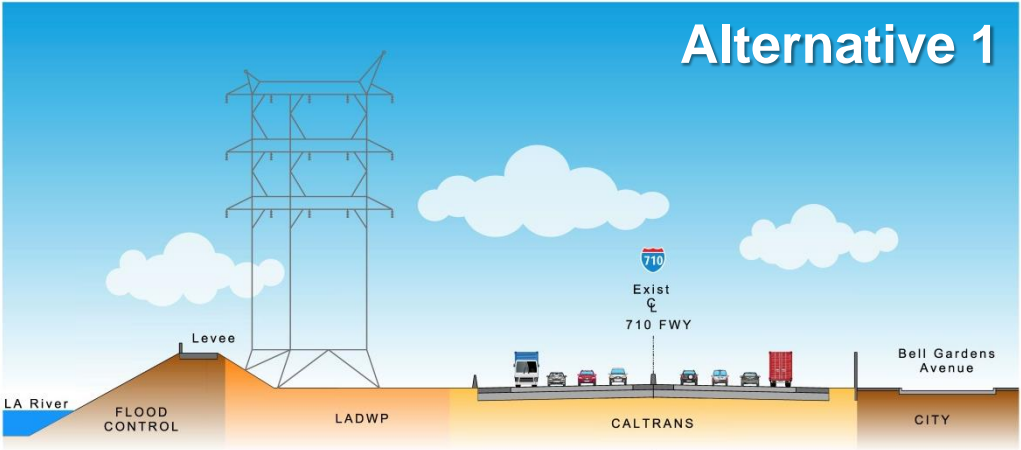


B Between Long Beach Blvd. and SR-91





Between
Firestone Blvd.
and Florence
Ave.





Board Report

File #:2015-1595, File Type:Motion / Motion
Response

Agenda Number:22.1

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2015

Motion by:

Supervisor Solis as Amended by Director Knabe

October 14, 2015

Relating to Item 22, File ID 2015-1345 I-710 South Corridor Project EIR/EIS Scope, Budget and Schedule

The I-710 Corridor is a vital transportation artery, linking adjacent communities and the Ports of Los Angeles and Long Beach to Southern California and beyond. As an essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, employment growth, increased demand for goods movement, increasing traffic volumes, and aging infrastructure, the I-710 Corridor experiences serious congestion and safety issues. Notably, the existing I-710 Corridor has elevated levels of health risks related to high levels of diesel particulate emissions, traffic congestion, high truck volumes, high accident rates, and many design features in need of modernization (the original freeway was built in the 1950s and 1960s).

The purpose of the I-710 Corridor Project is to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population, employment, and activities related to goods. The project includes an extensive community participation process that has provided a forum for residents, community advocates, and local municipalities comment and make recommendations for meeting the project purpose and need. Metro and Caltrans must ensure that we address the purpose and need of the project in a manner that is responsive to the community, yet feasible and fiscally responsible.

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) approving the MOTION by Director Solis that the Board of Directors make approval of Item 22 contingent on studying the following as a part of the evaluation of Alternatives 5C and 7 in the I-710 Recirculated Draft Environmental Impact Report/ Supplemental Environmental Impact Statement:

-
- A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;
- B. An option, under Alternative 7 only, to evaluate the feasibility should technology be available, to operate only zero-emissions trucks along the Freight Corridor as part of the project;
- C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;
- D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies;
- E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;
- F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;
- G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;
- H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;

For items G, H and I above, conduct a study separate from the I-710 South Environmental Impact

Report. Work with the CEO to identify and recommend funds to support the study.

Instruct staff to report back within 60 days.

- I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;
- J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];
- K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;
- L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ *Main Streets, California: A Guide for Improving Community and Transportation Vitality*;
- M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;
- N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management Practices and enhance the water quality for the LA River and its tributaries; and
- O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River’s riverbanks, trails, pocket parks, open space, wetlands and

native landscaping within the project area.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer to consider the following mitigation during construction, in parallel to the EIR/EIS process:

- A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;
- B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor and affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;
- C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;
- D. Establish a bike and pedestrian safety plan during construction; and
- E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer take the following actions, working with Caltrans and partner agencies as necessary and in parallel to the EIR/EIS process:

- A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;
- B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the

combination of active transportation and transit ridership; and

- C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should be completed, at the latest, by the completion of the recirculated DEIR/DEIS.

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
I. Elements to be evaluated as part of the EIR/EIS				
<p>A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;</p>	<ul style="list-style-type: none"> • Completed design layouts for Alt. 7 – several options were evaluated; however, some impacts remain unavoidable. • Completed Technical Memo summarizing the methodology, design options and rationale and constraints for significant unavoidable impacts • Shared results with Metro Board offices and city staffs • Shared with the I-710 Advisory Committees • Incorporated discussion of technical analysis in 2nd draft RDEIR/SDEIS 	<ul style="list-style-type: none"> • Continue to brief I-710 Committees and other stakeholders • Incorporate revisions (where feasible) to Alternative 7 design in the Final EIR/EIS, if Alt 7 is selected as Preferred Alternative 	<ul style="list-style-type: none"> • Apr-June 2017 • August 2017 	Project Team
<p>B. An option, under Alternative 7 only, to evaluate the feasibility should technology be available, to operate only zero-emissions trucks along the Freight Corridor as part of the project;</p>	<ul style="list-style-type: none"> • Added the option to the Project Description, under Alternative 7 • Completed additional air quality analysis with only zero-emissions trucks as an assumption – the difference between the NZET/ZET and ZET-only options, in terms of air quality benefits under Alternative 7, is minimal. • Incorporated results in technical studies and Admin Draft RDEIR/SDEIS • Estimated costs of ZE vehicles • Shared results with 710 Committees 	Completed, no further action necessary		Project Team
<p>C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;</p>	<ul style="list-style-type: none"> • In consultation with Metro Bus Ops Planning and Long Beach Transit, identified two new potential Express Bus Routes on I-710 and one new Metro Rapid Transit Route in the I-710 Study Area, where current service is present but could be augmented if justified by demand • Added the three new transit routes to the Project Description • Calculated potential reductions in commuter traffic demand resulting from the implementation of the three new transit lines – these reductions are too small to have an effect on the proposed improvements to I-710 under Alternatives 5C and 7. • Estimated additional O&M cost. 	<ul style="list-style-type: none"> • Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Verify need for new transit service • Seek Board approval for new service 	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD 	Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	<ul style="list-style-type: none"> • Embed in overall cost and benefit results reported for the alternatives • Shared results with 710 Committees 			
<p>D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies</p>	<ul style="list-style-type: none"> • Detailed these transit services in Project Description (embedded in traffic modeling/traffic analysis/benefits results reported for the alternatives) • Estimated O&M Costs • Shared results with 710 Committees 	<ul style="list-style-type: none"> • Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Verify need for new service • Seek Board approval for new service <p><i>[It is important to note that the proposed transit operational improvements included in Alternatives 7 and 5C would be phased in incrementally based on available funding as well as transit demand.]</i></p>	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD 	<p>Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee</p>
<p>E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;</p>	<ul style="list-style-type: none"> • Evaluated feasibility of these improvements and added all feasible elements to the project description • Embedded in traffic modeling/traffic analysis/benefits results reported for the alternatives • Completed technical studies detailing the performance of the freeway and the arterial system in the corridor under existing and future conditions. The effects of these improvements on freeway level of service are minimal. The need for additional lanes is not eliminated by adding these measures. • Shared results with 710 Committees 	<p>Completed, no further action necessary</p> <p><i>[It is important to note that the proposed traffic operational improvements outside of Caltrans' jurisdiction (e.g. on arterial streets) included in Alternatives 7 and 5C would be implemented only if supported by the owner/operator of the facility.]</i></p>		<p>Project Team</p>
<p>F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;</p>	<ul style="list-style-type: none"> • Evaluated an all-BACT (Best Available Control Technology) Scenario to document the air quality benefits associated with the use of these technologies for construction. • Included all-BACT scenario analysis in AQ/HRA Technical Report. • Included as mitigation for air quality 	<ul style="list-style-type: none"> • Incorporate effective practices in the Project Construction Specifications/Requirements for both Phase 1 and Phase 2 projects prior to construction 	<p>2019 and after –for both Phase 1 and Phase 2 projects as listed in Metro Measure M Expenditure Plan</p>	<p>Caltrans/ Metro and/or implementing agency</p>

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	impact analysis [construction impact analysis] in RDEIR/SDEIS. <ul style="list-style-type: none"> • Shared results with 710 Committees 			
K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;	<ul style="list-style-type: none"> • Identified 5 locations for new pedestrian / bike bridges • Conducted Local Jurisdiction Consultation with all corridor cities and the County of Los Angeles • Completed Conceptual Engineering • Presented to 710 Committees and received concurrence • Incorporated into relevant Technical Studies • Added crossings to the Project Description 	Completed, no further action necessary		Project Team
L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ <i>Main Streets, California: A Guide for Improving Community and Transportation Vitality</i> ;	<ul style="list-style-type: none"> • Completed text changes to Project Description • Included these criteria in the I-710 Congestion Relief Program Description • Incorporated these treatments into 29 I-710 arterial street over/under crossing geometric designs for both Alternatives 5C and 7 • Treatments include additional space for bike facilities and pedestrian safety amenities • Shared exhibits showing sample bike /pedestrian features as part of the project 	Completed, no further action necessary		Project Team
M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;	<ul style="list-style-type: none"> • Updated landscape portion of the Project Description to reflect latest Caltrans policy • Developed concepts / exhibits highlighting these features • Incorporated in affected technical studies • Shared landscape sketches, drawings, exhibits with 710 Committees • Submitted draft “Enhanced Landscaping and Water Quality Features” Report to Metro and Caltrans for review and comment 	<ul style="list-style-type: none"> • Validate recommended concepts in design and construction phases of both Phase 1 & 2 projects listed in the Measure M expenditure plan. 	<ul style="list-style-type: none"> • 2019 and after 	Project Team
N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management	<ul style="list-style-type: none"> • Incorporated in cost estimates • Finalized Report 			

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
<p>Practices and enhance the water quality for the LA River and its tributaries; and</p> <p>O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River's riverbanks, trails, pocket parks, open space, wetlands and native landscaping within the project area.</p>				
<p>J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];</p>	<ul style="list-style-type: none"> • In collaboration with LA County Department of Public Works (LADPW), developed project definition of upgrades, preliminary engineering and design of upgrades and landscape/hardscape concepts • Shared results with 710 Committees and received concurrence • Developed Cost Estimate • Presented Briefing Materials for Metro Board staff • Submitted draft Project Definition Report and Cost Estimate to Caltrans/Metro for review/comment 	<ul style="list-style-type: none"> • Staff recommends that LADPW take the lead in the environmental clearance and future phases of this project. The next step would be to enter into an agreement with LA County regarding the implementation of this improvement 	<ul style="list-style-type: none"> • May 2017 	<p>Project Team</p>
<p>II. Identify as Potential Mitigation during Construction (in parallel to the EIR/EIS)</p>				
<p>A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;</p>	<ul style="list-style-type: none"> • Lead staff from Metro Transit Service Planning have been identified 	<ul style="list-style-type: none"> • Form I-710 Corridor Transit Service Advisory Committee to oversee implementation of this task • Define criteria for mitigation • Develop a monitoring program • Collect and interpret data • Determine need for service adjustments or incentives • Seek Board approval for service adjustments and incentive fee structure 	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD 	<p>Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee</p>

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Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
<p>B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;</p>	<ul style="list-style-type: none"> • Identified permanent and potential ramp and street closures in conceptual plans and staging concepts 	<ul style="list-style-type: none"> • Form I-710 Transit Service Advisory Committee to oversee implementation of this task • Identify potential delay impacts to Metro buses as a result of construction • If impacts are identified, Metro Service Planning staff to explore possible incentive program as mitigation • Incorporate mitigation description onto I-710 Mitigation Program • If project feature, develop description of incentive programs. 	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects 	<p>Metro Service Planning as lead of the I-710 Corridor Transit Advisory Committee</p>
<p>C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;</p>		<ul style="list-style-type: none"> • Before letting out construction contracts, Metro, Caltrans and GCCOG to reach out to cities and community stakeholder to develop the outreach plan 	<ul style="list-style-type: none"> • At the time of Project Approval (when preferred alternative and 1st phase are known) • During Final Design 	<p>Metro, Caltrans, GCCOG</p>
<p>D. Establish a bike and pedestrian safety plan during construction; and</p>	<ul style="list-style-type: none"> • TMP costs, which include bike/ped safety features, were included in project cost estimates. • TMP assumptions are addressed in Draft Project Report. 	<ul style="list-style-type: none"> • As part of Draft Project Report, define criteria for developing a bike and safety plan during construction • Before letting out construction contracts, develop a bike and pedestrian safety plan specific to the I-710 construction schedule / plans 	<ul style="list-style-type: none"> • June 2017 • During design phase, prior to construction 	<p>Project Team</p> <p>Metro, Caltrans, GCCOG</p>
<p>E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.</p>	<ul style="list-style-type: none"> • Added more detail to the I-710 Community Health and Benefit Program, providing examples of eligible projects (May 2016). The program would provide supportive grants to fund projects in three broad categories: 1) Air Quality improvement/noise reduction measures at local schools and related sites; 2) Air quality improvements at hospitals, medical 	<ul style="list-style-type: none"> • Expand description of the Draft 710 Community Health and Benefit Program to include eligibility for noise and air quality programs and features • Upon completion of impact analysis determine need for additional air and noise mitigation 	<ul style="list-style-type: none"> • October 2017 	<p>Project Team</p>

Attachment C I-710 Corridor EIR/EIS Motion 22.1 Implementation Status Report

Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
	<p>centers, and senior facilities, as well as health education, outreach and screening; and 3) GHG reduction through projects such as renewable power, energy efficiency, tree-planting, etc.</p>	<ul style="list-style-type: none"> Implementation 	<ul style="list-style-type: none"> August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects 	<p>Metro, Caltrans, GCCOG</p>
<p>III. Additional Studies, Policy Proposals and Criteria to be explored by Metro working with Caltrans and other agencies as necessary and in parallel to the EIR/EIS process:</p>				
<p>A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;</p>	<ul style="list-style-type: none"> Incorporated ZET consideration into PPP analysis scope 	<ul style="list-style-type: none"> Conduct PPP analysis Incorporate Results into Project Implementation Plan 	<ul style="list-style-type: none"> April - June 2017 November 2017 	<p>Metro</p>
<p>B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the combination of active transportation and transit ridership; and</p>	<ul style="list-style-type: none"> Coordinated with Metro's staff working on the Strategic Active Transportation Plan to ensure GCCOG's STP planned routes are consistent 	<ul style="list-style-type: none"> Form I-710 Transit Service Advisory Committee to lead implementation of this task Committee to evaluate consistency of planned and existing bike paths with Metro Bus and Rail service (and stops) Proposed changes if required Initiate revisions if required 	<ul style="list-style-type: none"> August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects Pre-construction/During construction, dates TBD 	<p>Metro Planning/ Metro Service Planning/GCCOG</p>

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Motion Elements	Work Completed to Date	Next Steps	Timeline	Lead
<p>C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should be completed, at the latest, by the completion of the recirculated DEIR/DEIS.</p>		<ul style="list-style-type: none"> • Initiate discussions stakeholder groups and FHWA • Develop draft framework for local and targeted hiring policy and PLA • Approval and Implementation 	<ul style="list-style-type: none"> • August 2018 – Contingent upon commencement of I-710 South Phase 1 Projects (shown in Measure M Exp. Plan) and identification of a project development and implementation plan/schedule including the construction phases of those projects • Pre-construction/During construction, dates TBD 	<p>Caltrans, Metro, GCCOG</p>
IV. Elements to be developed independent of the I-710 EIR/EIS				
<p>G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;</p>	<p>Completed technical work and developed draft Project Definition Study Report:</p> <ul style="list-style-type: none"> • Purpose and Need • Constraints Analysis • Initial Concepts / Screening Analysis] • Reduced Set of Alignments • City Consultation / Stakeholder Consultation <p>Project Definition Study Results</p>	<ul style="list-style-type: none"> • Hold Public Workshops • Select Preferred Alignment(s) for Env. Study • Conceptual Engineering • Environmental Studies • Draft Env. Document / Public Meetings • Environmental Approval • Final Design • Construction 	<ul style="list-style-type: none"> • April 2017 • May 2017 • July 2017 • October 2017 • January 2018 • March 2018 • TBD (depending on funding) • TBD (depending on funding) 	<p>Metro Highway Program Staff</p> <p>Metro Bike Planning Team in collaboration with LA County</p>
<p>H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;</p>				
<p>I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;</p>				

Attachment D

I-710 Project Approval Timeline and Process

SPRING 2017

SUMMER 2017

FALL 2017

WINTER 2018



Complete Preparation of Draft Environmental Document (RDEIR/SDEIS)

[Alternative 1, 5C, and 7, as amended by Motion 22.1]



Circulate RDEIR/SDEIS



Local Advisory Committees



Corridor Advisory Committee [Recommendation]



Technical Advisory Committee [Recommendation]



Project Team Reviews Public Comments [Staff Recommendation on Preferred Alternative]

Public Comment Period on RDEIR/SDEIS (including public hearings)



I-710 Project Committee [Recommendation]



Identify Preferred Alternative and Phasing



Executive Committee [Recommendation]



Metro

METRO Board [Recommendation]



Caltrans District 7

Initiate Preparation of Final EIR/EIS [Preferred Alternative and Initial Phase]

Milestone Decision

Alternative and Initial Phase to Carry into the Final EIR/EIS