



Board Report

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Agenda Number: 5.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 14, 2018

SUBJECT: I-710 SOUTH EIR/EIS PROJECT

ACTION: ADOPT LOCALLY PREFERRED ALTERNATIVE

RECOMMENDATION

ADOPT Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 South Corridor Project to advance into the Final Environmental Document.

BONIN AMENDMENT that Staff returns to the Board for approval of a list of the green-lighted early action projects with a corresponding analysis of:

- a) Safety benefits;
- b) Mobility enhancements;
- c) Air quality improvements; and
- d) Displacement avoidance strategy commitments.

KUEHL AMENDMENT: would like to see a program that uses Metro’s Local Hire and Project Labor Agreement

FASANA AMENDMENT: need ExpressLanes on the 710 and report back on how to dedicate more lanes to Zero Emission vehicles.

ISSUE

The Draft Environmental Document (DED) for the I-710 South Corridor Project was re-circulated for public review on June 21, 2017. The Project alternatives (illustrated in Attachment A) evaluated in the Recirculated Draft Environmental Report/Supplemental Draft Environmental Statement (RDEIR/SDEIS) were revised to reflect community and agency input received during the first circulation of the DED 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 RDEIR/SDEIS was circulated for 90 days and received close to 2,300 comments (188 individual entries). Based on public input and a performance evaluation of the two build Project alternatives (Attachment B), including benefits and financial feasibility, it is the recommendation of staff to proceed with Alternative 5C as the Locally Preferred Alternative (LPA) to advance to the Final

Environmental Document.

DISCUSSION

Background

The environmental studies for the I-710 South Corridor Project started in 2008 to address significant traffic congestion and safety issues resulting from increasing traffic volumes and infrastructure deficiencies. Metro, in partnership with Caltrans, Gateway Cities Council of Governments (GCCOG), Port of Los Angeles, Port of Long Beach, Southern California Association of Governments and the I-5 Joint Powers Authority (collectively, the Funding Partners) completed project scoping, alternatives analysis and other technical work in early 2011, leading to the preparation of the environmental document and preliminary engineering for the I-710 Corridor Project. The development of the DED was guided by a public outreach framework (see Attachment C), focused on series of advisory committees formed to allow for significant public input at every step of the technical analysis process.

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 this initial circulation.

In early 2013, the Project Team, consisting of Metro, Caltrans and the GCCOG, decided that re-evaluation of the Project Alternatives and re-circulation of the Draft EIR/EIS were necessary to address: 1) changes in the Port's growth forecast scenarios and initial assumptions made about the future distribution of truck trips in Southern California; 2) significant right of way requirements, for the original design, identified in the DED that could potentially make the project infeasible; and 3) a proposal by the Coalition for Environmental Health and Justice (CEHAJ) for consideration of a new alternative to be added to those considered in the DED.

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. The cost of Alternative 5C is estimated at \$6 billion. This alternative includes provisions for encouraging use of clean technology trucks.

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. The cost of Alternative 7 is estimated at \$10 billion.

Both Project alternatives include programs to address issues not directly related to the freeway. These include: Near Zero/Zero Emission Truck Technology Deployment Program, Community

Benefits Grant Program, Congestion Relief Program and a Transit Enhancements Program. Detailed descriptions of these programs are provided in Attachment D.

In October 2015, and after extensive coordination and collaboration with a variety of stakeholders, the Board approved Motion 22.1. This Motion directed staff to evaluate additional scope elements under Alternatives 5C and 7 in the Project EIR/EIS. This work was completed in mid-2016 and the Project Team began the preparation of the Recirculated Draft EIR/Supplemental DEIS (RDEIR/SDEIS).

The RDEIR/SDEIS was released for public review on June 21, 2017. The review period was extended to 90 days. Three public hearings were held in Long Beach, Commerce, and Paramount for comprehensive coverage of the entire 19 mile corridor. Two additional community meetings were held in East Los Angeles and Long Beach during the circulation period at the request of local jurisdictions. Approximately, 2,300 comments including written comments, formal letters, emails, speaker/comment cards, verbal testimonies, and online submittals were received on the RDEIR/SDEIS by Caltrans prior to the close of the public comment period on October 23, 2017. The two most cited concerns in the comments were the need for zero emissions trucks and the need to reduce/eliminate right of way impacts. All comments received during the public comment period will be addressed in the I-710 South Final EIR/EIS.

During the environmental process, the Project Team held more than 350 meetings and/or briefings with the I-710 advisory committees (see Attachment C), community groups/organizations, members of the public and elected officials.

Considerations

In developing a recommendation for a Locally Preferred Alternative, the Project Team considered: 1) input gathered from public comments and I-710 advisory committees; 2) how well each alternative addresses the purpose and need of the Project; 3) the technical and financial feasibility (affordability); 4) environmental impacts and; 5) ability to deliver community benefits in the short term.

Findings

A detailed performance evaluation of the two build Project alternatives has been completed. A summary of the results of this evaluation is provided in Attachment B. Based on this evaluation, the Project Team identified Alternative 5C as the recommended Locally Preferred Alternative because it would clearly accomplish the purpose and need of the project, offers a significant number of benefits, and has significantly less impacts than Alternative 7. Even though full funding for Alternative 5C is not currently available, Metro and Caltrans have adequate funding to support accelerated implementation of initial stages (early action projects) while additional funding becomes available. Alternative 5C can be easily constructed in stages that have independent utility, whereas the majority of the benefits of Alternative 7 are associated with a proposed Freight Corridor that cannot be constructed in stages that would have independent utility.

The Locally Preferred Alternative recommendation was vetted through the various I-710 advisory

committees between December 2017 and January 2018. The I-710 Technical Advisory Committee (TAC) voted to recommend Alternative 5C as the Locally Preferred Alternative, with a note that Metro will work with the corridor cities regarding viable design refinements and to maximize the air quality benefits including the I-710 NZE/ZE Truck Program. The I-710 Corridor Advisory Committee (CAC) did not have consensus on one particular alternative; instead they approved two separate recommendations: 1) Support moving forward with Alternative 5C as the Locally Preferred Alternative and 2) Not moving forward with the selection of a Locally Preferred Alternative until all elements of Motion 22.1 are completed and incorporated into the EIR/EIS analysis. The Project Development Team presented documentation supporting satisfaction of all requirements of Motion 22.1 applicable to the environmental process. Some Motion 22.1 requirements, by their own nature, will need to be addressed in future phases of project development. For example, a requirement for a Project Labor Agreement will be addressed in the construction phase. The I-710 Project Committee (PC) received a presentation on the Project Development Team's recommendation as well as the recommendations from the TAC and CAC. The PC voted to receive and file the reports and did not make a recommendation on a Locally Preferred Alternative. A meeting of the I-710 Executive Committee was planned in early February but was cancelled due to lack of quorum. Following the structure for review process defined at the outset of the environmental phase of this project, the recommendation for the Locally Preferred Alternative is being presented to the Board for adoption.

Caltrans is the lead agency responsible for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Under CEQA, Caltrans will certify that the I-710 South Project complies with the requirements of CEQA, prepare Facts and Findings, and if necessary, prepare a Statement of Overriding Considerations (SOC) for impacts that cannot be mitigated below a level of significance; and certify that the Findings and SOC have been considered prior to project approval. Caltrans will then file a CEQA Notice of Determination (NOD) with the State Clearinghouse that will identify whether the I-710 South will have significant impacts, if mitigation measures were included as conditions of project approval, findings were made, and an SOC was adopted.

Under NEPA assignment, Caltrans, as lead agency, will document and explain its decision regarding the selected Preferred Alternative, the project impacts, and mitigation measures in a Record of Decision (ROD).

In Spring of 2018, the Project Team will work with the cities along the I-710 Corridor to identify initial construction stages ("early action projects") based on independent utility, benefits, costs and impacts as well as to define integrated (roadway improvements and program elements) packages based on funding availability. A Final EIR/EIS is expected by summer 2018.

DETERMINATION OF SAFETY IMPACT

The recommended Locally Preferred Alternative for the I-710 South Corridor EIR/EIS will have no impact on the safety of Metro's patrons or employees or the general public.

FINANCIAL IMPACT

For FY18, \$7,925,000 has been budgeted in Highway Program Cost Center 4720, Project 462316, (I-

710 South EIR/EIS), Task 5.2.100, Account 50316 (Services Professional/Technical). Since this is a multi-year project, the Project Manager, the Cost Center Manager and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs in future fiscal years.

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 adopt a Locally Preferred Alternative and/or 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

The Locally Preferred Alternative will be forwarded to Caltrans for consideration and adoption as the Preferred Alternative. Upon adoption of the Preferred Alternative by Caltrans, the Project Team will:

- 1) Secure additional funds to complete the Final EIR/EIS. Staff is working to finalize the scope of work and cost estimate to complete this work and will request Board authorization in April 2018 to amend the existing professional services contracts supporting this project.
- 2) Coordinate with regional partners and local and State air agencies to refine and enhance the I-710 Zero and Near Zero Emissions Truck Program.
- 3) Identify initial construction stages ("early action projects") based on independent utility, benefits, costs and impacts and defining integrated packages (Roadway Improvements, and Programmatic Features) based on funding availability
- 4) Prepare a Final EIR/EIS to address all comments received during the public review process in accordance with NEPA and CEQA guidelines and mandates. It is anticipated the Final EIR/EIS will be signed by summer 2018 and that Caltrans will certify the project by filing the NOD and ROD.
- 5) Prepare scope of work and estimates for the release of Request for Proposals for Final Design on selected early action projects.

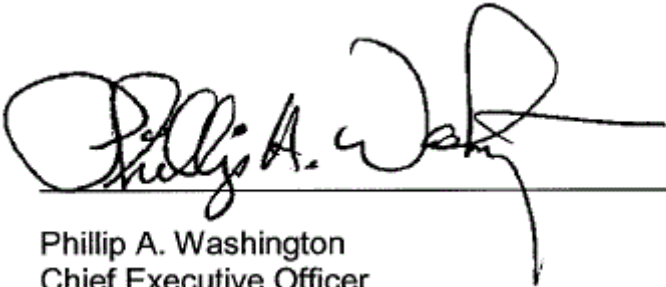
Staff will report back to the Metro Board of Directors in September 2018 to adopt the final environmental document.

ATTACHMENTS

Attachment A - Project Alternatives
Attachment B - Alternatives Evaluation Matrix
Attachment C - Community Participation Framework
Attachment D - Program Descriptions

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Phillip A. Washington
Chief Executive Officer

I-710 South Corridor Project Alternatives

Alternative 1: Conditions without the Project
(No Build)

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

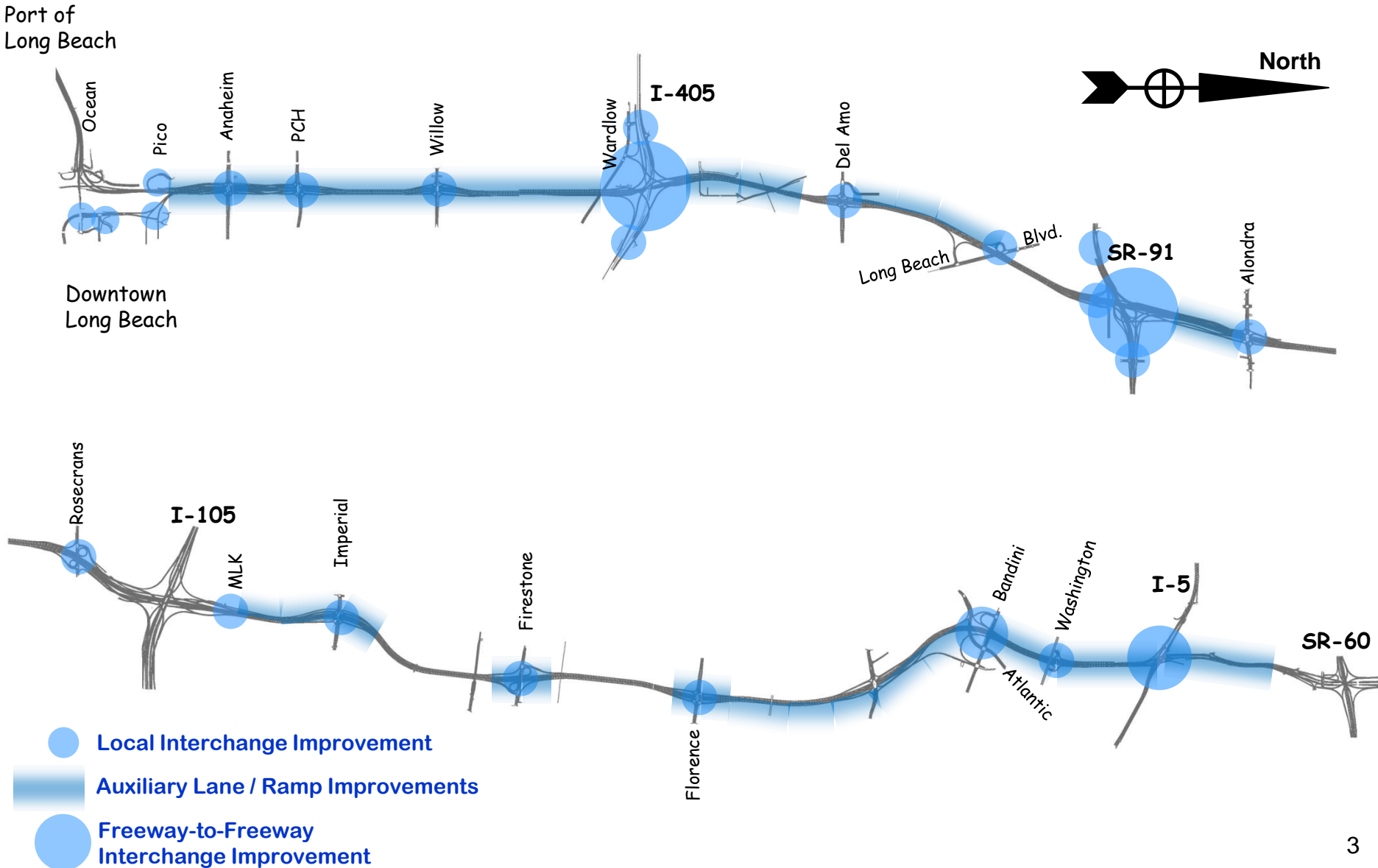
Alternative 7: Modernizes I-710 and Adds “Clean
Emissions” Freight Corridor

I-710 South Build Alternatives

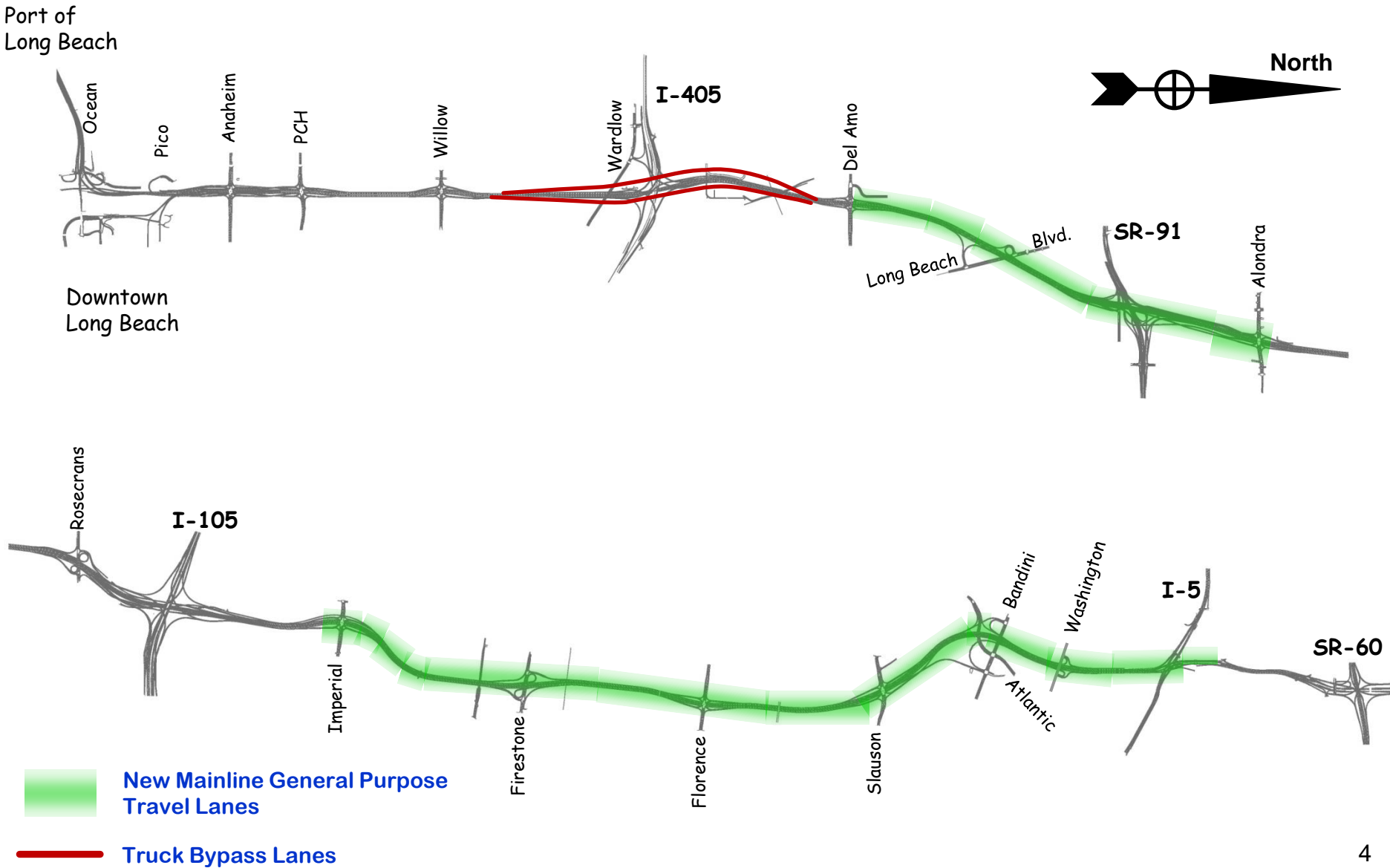
Both Alternative 5C and Alternative 7 include:

- 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

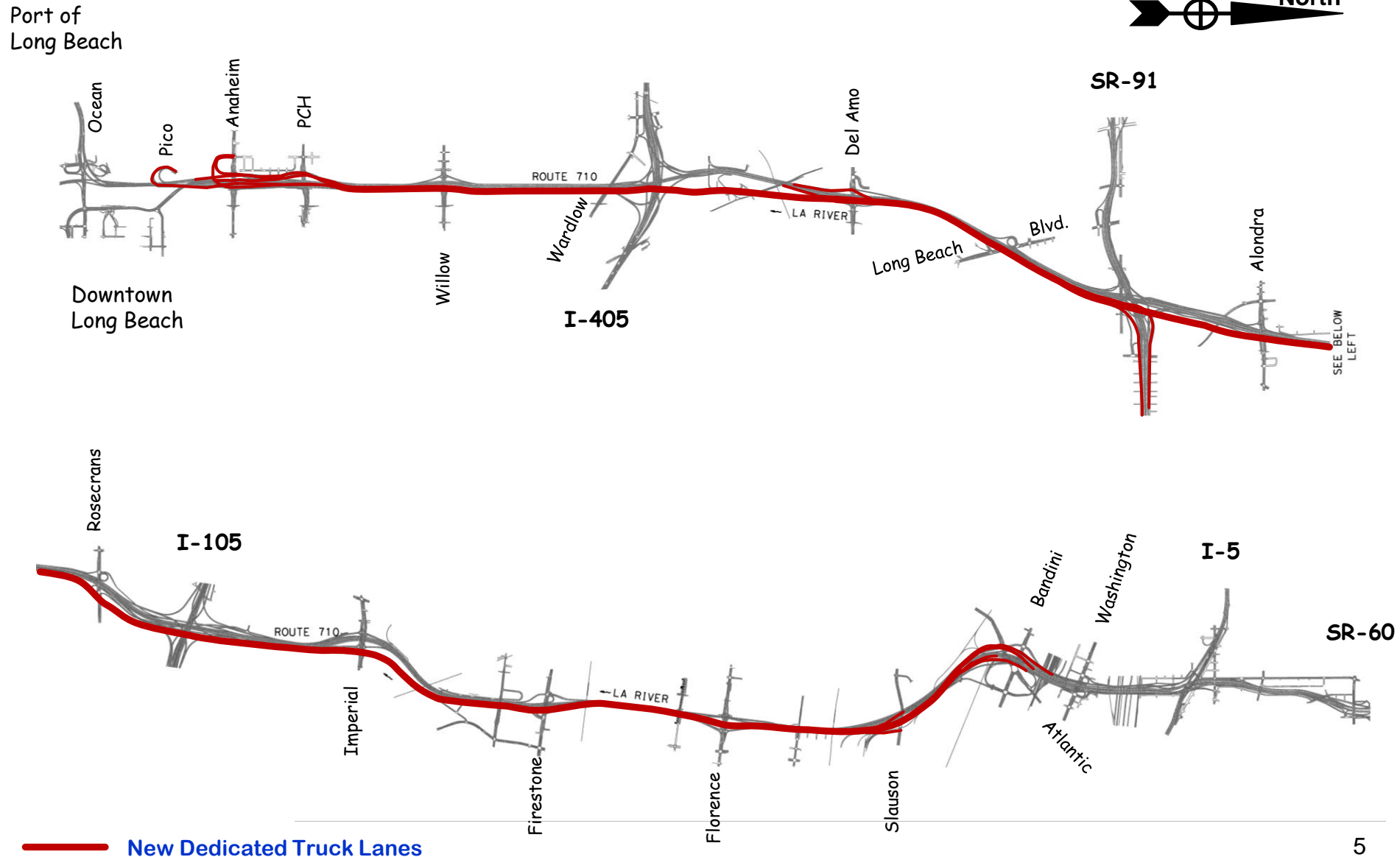
Alt 5C & 7: Improve I-710 Geometrics



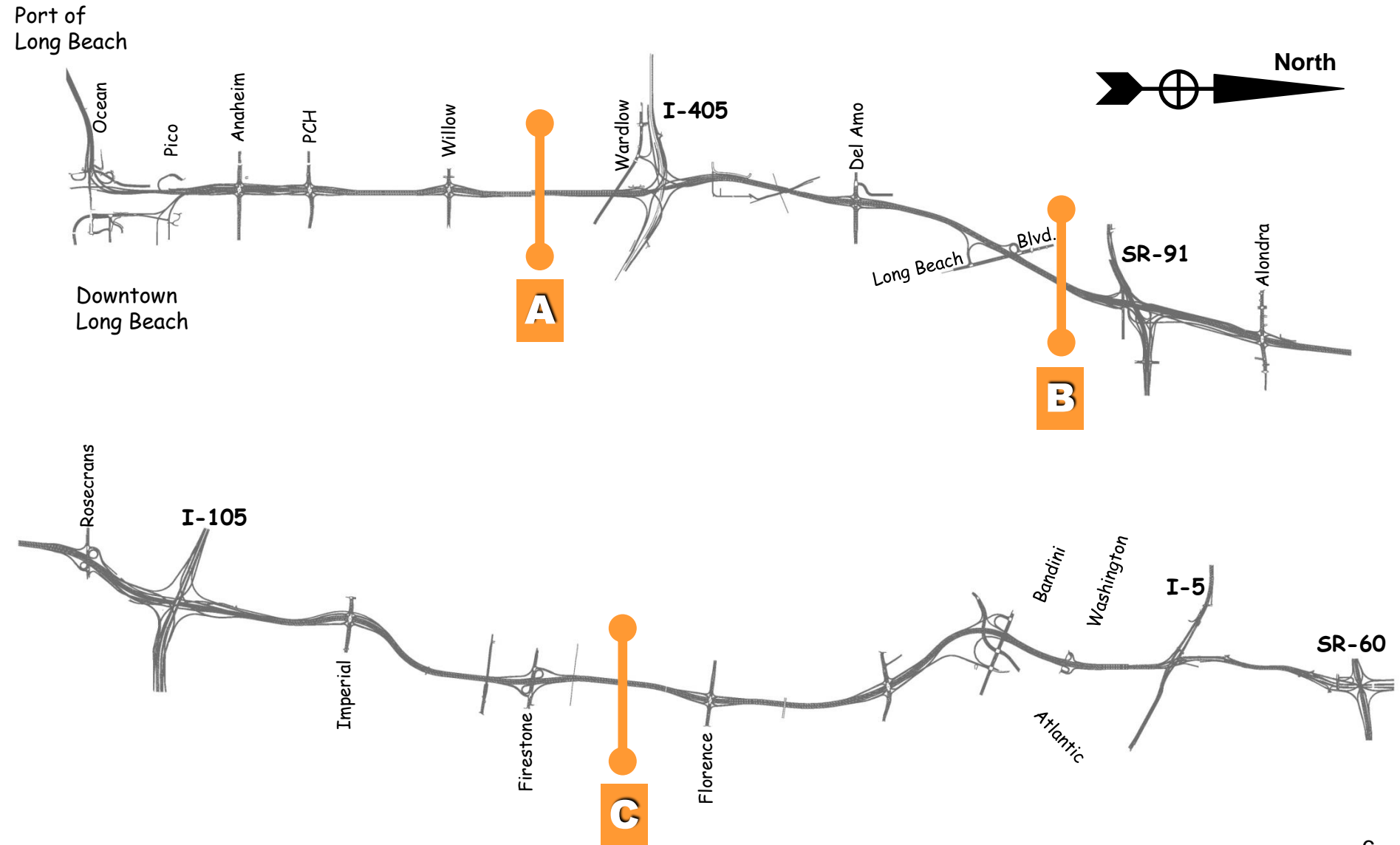
Alt 5C: Widens I-710 in Some Areas



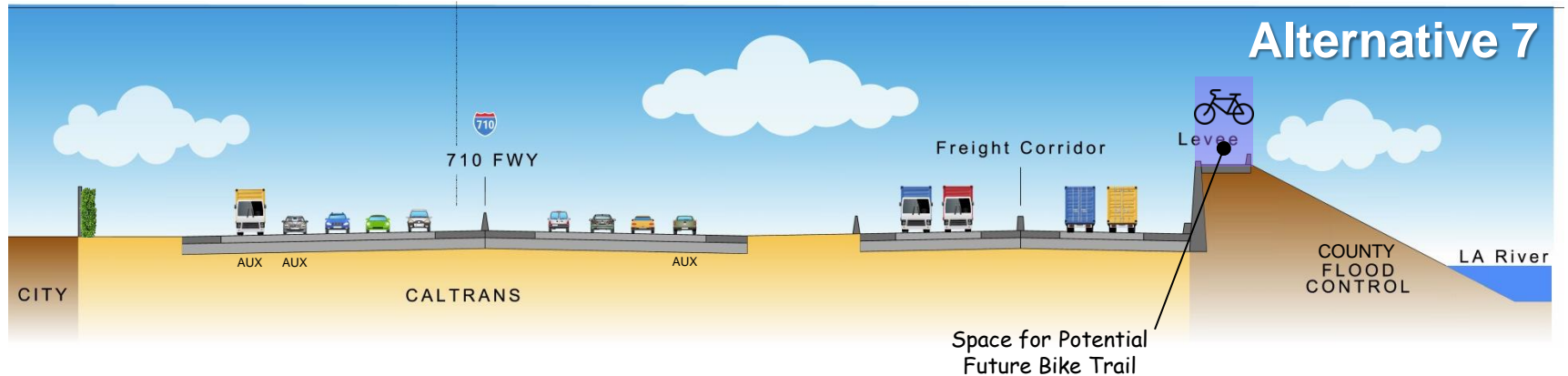
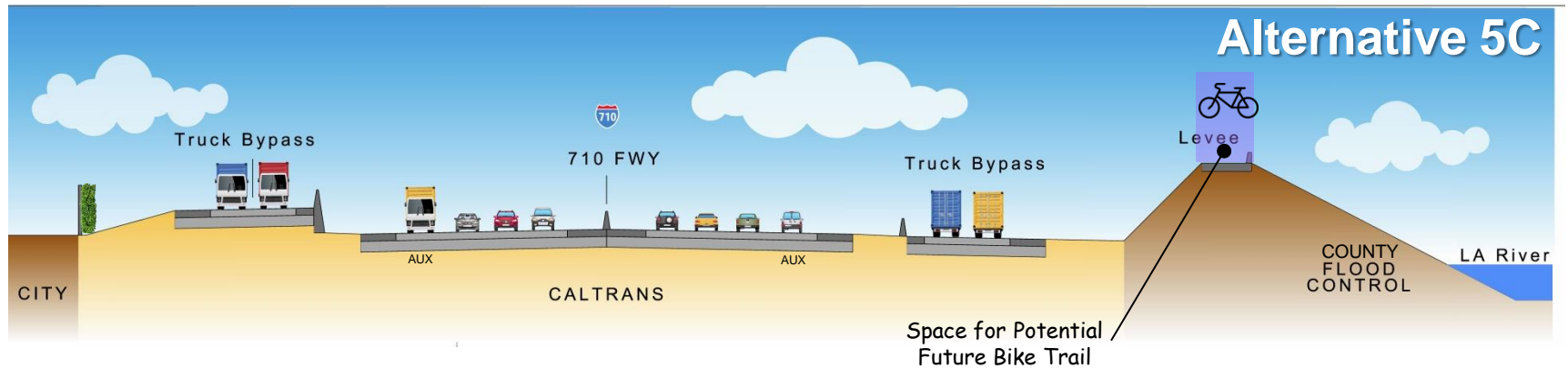
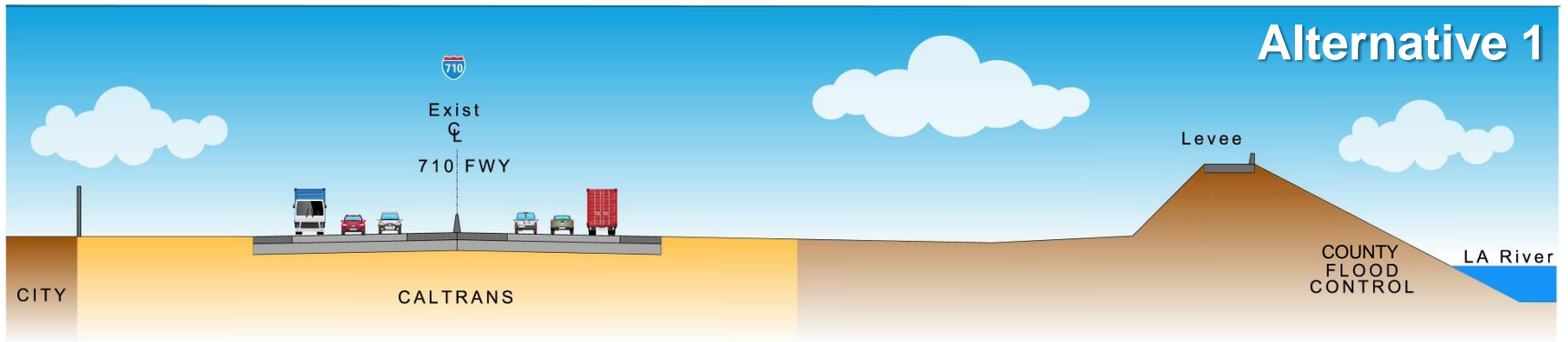
Alt 7: Includes Freight Corridor



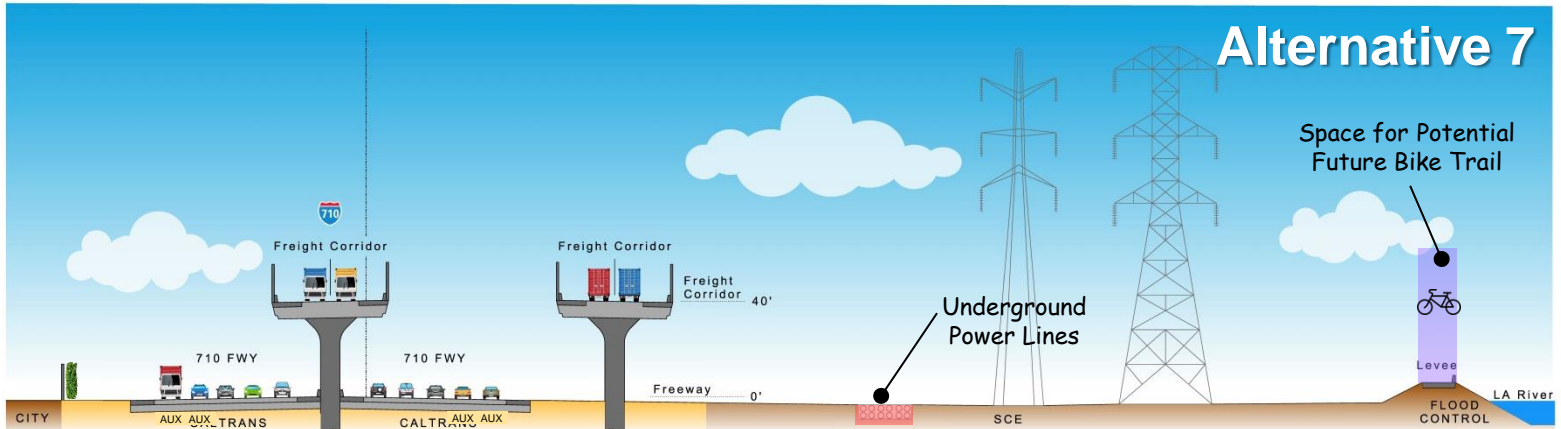
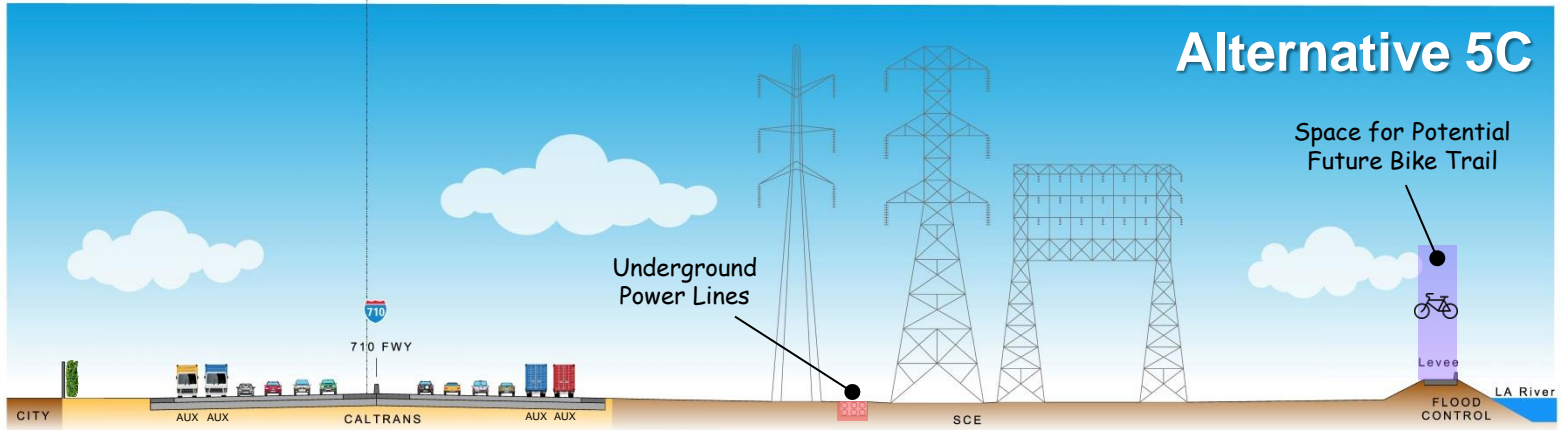
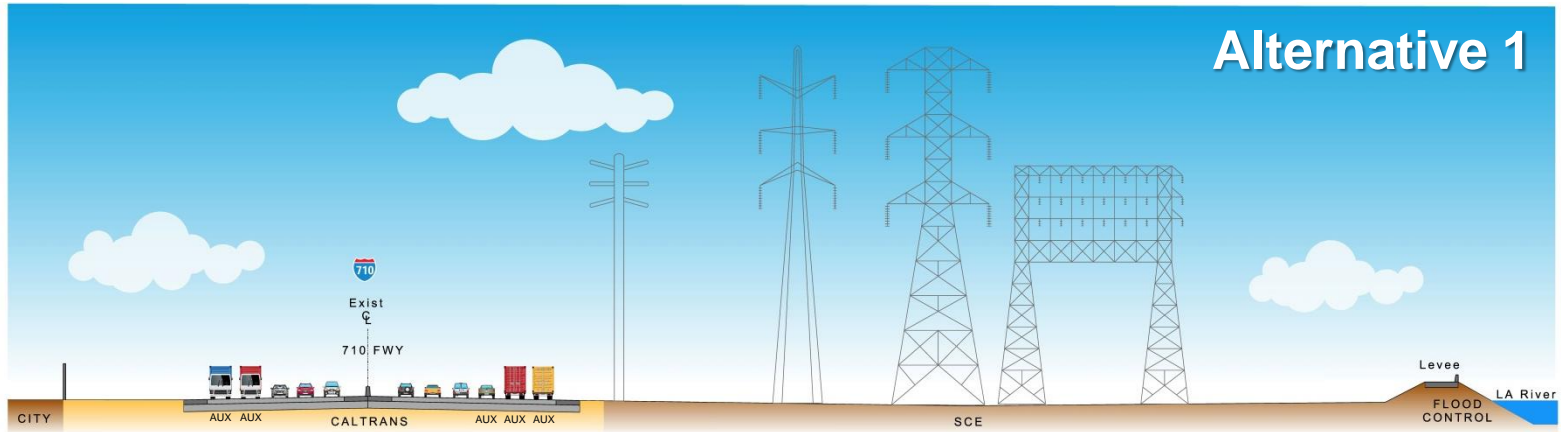
Cross Section Locations



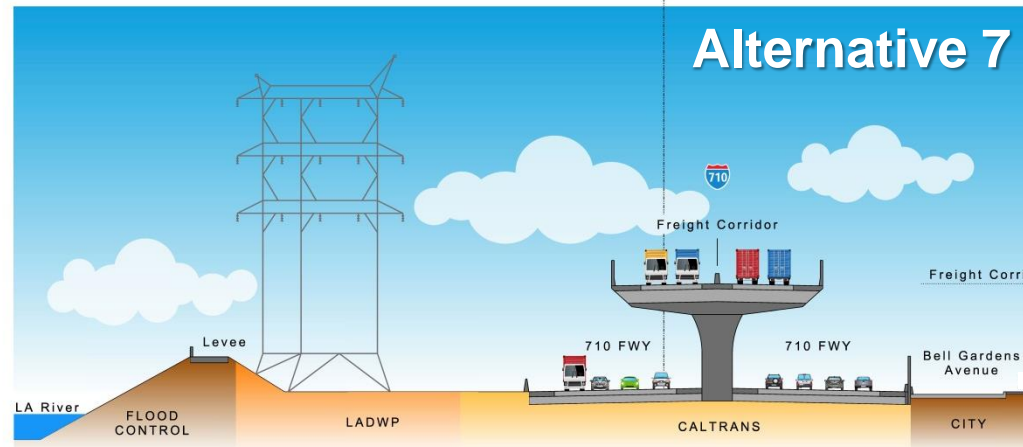
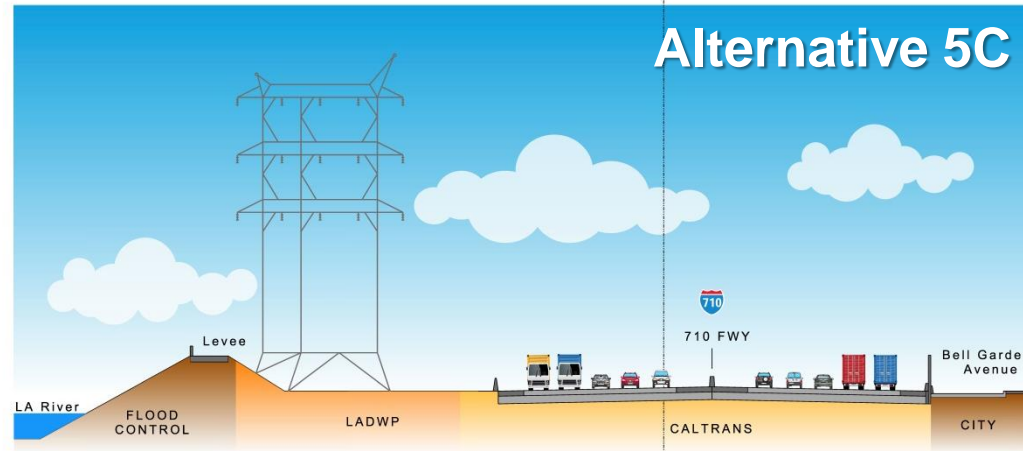
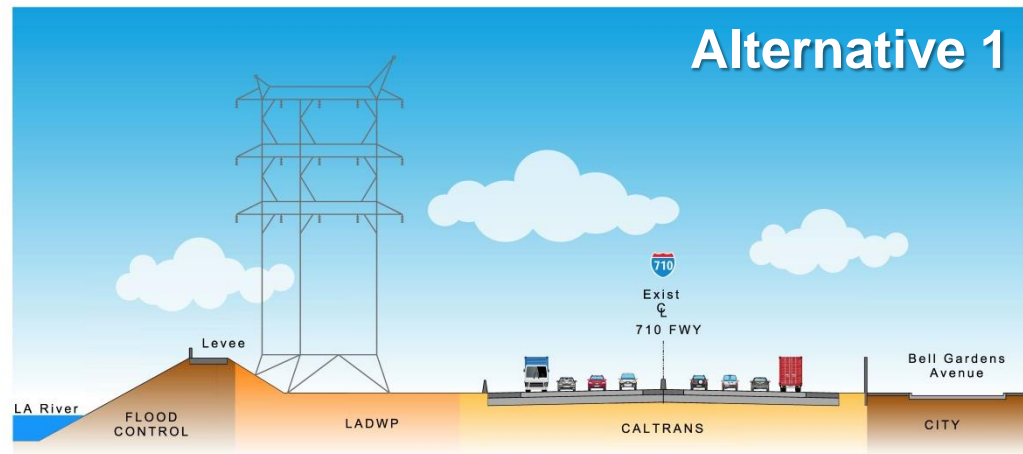
A Between Willow St. and I-405



B Between Long Beach Blvd. and SR-91



Between
Firestone Blvd.
and Florence
Ave.



I-710 South Alternatives Evaluation Matrix













Evaluation Factor	Measure	Alternative 5C	Alternative 7
Mobility Benefits	Reduction in Vehicle Hours of Delay		
Congestion Relief	Improvement in I-710 Level of Service (LOS)		
Travel Time Improvements	I-710 Auto / Trucks		
	Freight Corridor - Trucks		
Safety Benefits	Removes Operational Conflicts		
	Separates Cars & Trucks		
Air Quality	Diesel Particulate Matter / Cancer Risk		*
	Nitrogen Oxides (NOx)		*
	Least Amount of PM 2.5		
	Greenhouse Gases		

- Benefits
- Costs
- Impacts

* Assumes incentive funding for 18,350 ZE/NZE Trucks to use the Freight Corridor (compared to 4,000 ZE/NZE Trucks under Alt. 5C). Incentive funding would be pursued under either alternative, but it's subject to availability.

Best

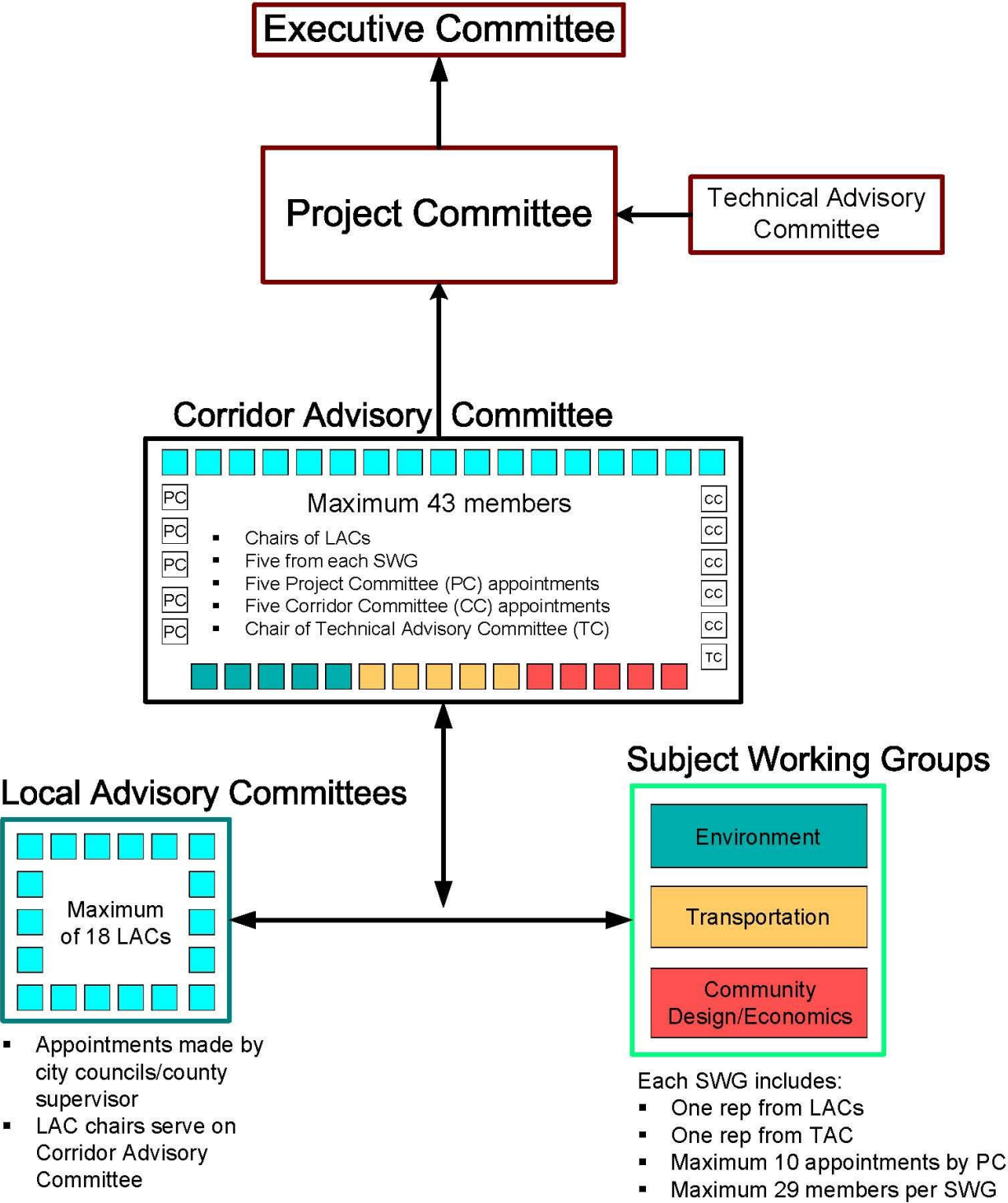
I-710 South Alternatives Evaluation Matrix, cont.

Evaluation Factor	Measures	Alternative 5C	Alternative 7
Parks, rec. areas, refuges, and historic sites	Partial Impacts		
	Full Impacts		
EJ Impacts	Least Adverse Effect to EJ Populations		
Visual Impacts	Fewest Visual Impacts		
ROW Impacts	Residential Displacements		
	Business Displacements		
	Sensitive Facilities Displacements		
Air Quality Cost Benefit	\$ per lbs. Diesel Particulate Matter Reduced		
	\$ per lbs. NOx Reduced		
Cost / Affordability	Total Project Cost		
	Affordability	 *	
Constructability	Possible phasing and implementation of Early Action Projects		

Benefits
Costs
Impacts

* Based on implementation of Early Action Projects

Community Participation Framework for the I-710 EIR/EIS



PROGRAM DESCRIPTIONS

Programmatic elements are included in both build alternatives that help the corridor achieve improvements in congestion, air quality and overall community health. These include the I-710 Corridor Project Zero Emission/Near Zero Emission Truck Technology Deployment Program, the I-710 Corridor Community Health Benefit Program, and the I-710 Corridor Project ITS/TSM/Congestion Relief Program. If a build alternative is selected, these programmatic elements may be scaled consistent with a phased construction strategy (e.g., if the first phase of the project would construct 25 percent of the improvements, a commensurate 25 percent of the programmatic funding would be made available at that time). These programmatic elements would not be implemented by Caltrans as the Lead Agency under CEQA and NEPA and as the owner/operator of the I-710 freeway, but instead would be implemented by Metro or other public agencies with jurisdiction over a particular element.

ZERO EMISSION/NEAR ZERO EMISSION TRUCK TECHNOLOGY DEPLOYMENT PROGRAM. The I-710 Corridor Project Zero Emission/Near Zero Emission Truck Technology Deployment Program is a programmatic component of the build alternatives and would provide funding to individual owner-operators and privately owned truck fleets to subsidize the purchase of heavy-duty (Class 8) ZE/NZE trucks for use within the I-710 corridor. Funding would also be made available to construct up to 20 electric charging stations and up to ten hydrogen refueling stations within the Study Area, in the amounts of \$2 million and \$15 million, respectively. The recharging/refueling stations would be targeted to locations served by heavy-duty vehicles such as intermodal terminals at the Ports and rail yards, warehouses, and distribution centers. Funding preferences will be given to locations near or routes leading directly to I-710. Funding would be provided at different levels for each build alternative. Implementation of Alternative 5C would provide funding for this program in the amount of \$100 million. Implementation of Alternative 7 would provide funding for this program in the amount of \$460 million. Under Design Option 7ZE, this program would be funded in the amount of \$1.050 billion towards only fully zero-emission trucks.

Program details, including eligibility requirements, management and administration will be developed in cooperation with partner agencies. The project funding partners will work in partnership with other agencies that may have special expertise and/or previous similar experience in order to identify funding sources and administration responsibilities.

COMMUNITY HEALTH BENEFIT PROGRAM: This is a grant program structured to provide corridor communities the opportunity to implement projects or outreach activities that would improve air quality and public health related to I-710 travel and goods movement. The project funding partners will work in partnership with other agencies that may have special expertise and/or previous similar experience in order to identify funding sources and administration responsibilities.

The grant program would provide funding directly to approved applicants, rather than reimburse approved projects after the original expenditure. This will allow for a broader range of organizations to participate without requiring an initial capital outlay by the recipient. The guidelines of the program would identify categories of eligible grant recipients, including (but not limited to) corridor cities, the County, school districts, day care centers, community health providers, senior centers, and non-profit organizations geared towards air quality or public health issues.

Proposed projects would be screened for eligibility and reviewed by an Advisory Committee consisting of area experts, members of the funding partner agencies, and community representatives. Recommendations of funding awards would be provided in accordance with detailed ranking criteria for each of the three categories of projects, as developed by Metro and the Gateway Cities COG.

Projects falling into three broad categories would be eligible and considered for funding under the program: (1) air quality improvement and/or noise reduction measures at local schools and other sensitive receptors or related sites, (2) air quality improvements at hospitals, medical centers, and senior facilities, as well as health education, outreach, and screening, and (3) greenhouse gas (GHG) reduction through projects such as renewable power, energy efficiency, and tree-planting, etc. More specific criteria for eligible projects would be developed by the I-710 Funding Partner agencies.

Funding criteria would also include defined geographic zones within the I-710 Corridor area that would help determine the most eligible grant recipients.

ITS/TSM/CONGESTION RELIEF PROGRAM: The I-710 Corridor Project ITS/TSM/Congestion Relief Program intends to help address the I-710 Corridor Project goals of improving traffic safety, accommodating projected traffic volumes, and addressing increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement. It is a programmatic component of the build alternatives that would provide funding to local governments to implement projects within the I-710 Corridor Project Study Area that would improve operations at congested intersection locations on the local roadway network. Congested intersections are those intersections in the I-710 Study Area projected to operate at poor levels of service (LOS E or worse) in the future under the 2035 No Build Alternative (Alternative 1). Through the future No Build analysis conducted for the I-710 project, approximately 78 intersections in the Study Area meet these criteria.

The types of projects eligible for funding under the program include: traffic signal upgrade, timing, or synchronization; traffic surveillance; traffic signal coordination; safety improvements that reduce incident delay; restriping to add additional turning lanes or storage at the intersection; spot-widening at the intersection to add additional turning lanes or storage; channelization, shoulder work, addition of turn-outs, and installation of two-way turn lanes; curve correction; alignment improvements; and traffic calming measures including signing, striping, access management, or other traffic control measures. Any proposed improvements must account for the safe movement of bicycles and pedestrians and be consistent with “Complete Streets” principles.

The I-710 ITS/TSM/Congestion Relief Program will be administered by Metro in partnership with the I-710 Corridor Project partner agencies. Eligible recipients for funding provided through the program are the Cities and County of Los Angeles (unincorporated areas) that have local jurisdiction over the arterials and intersections within the I-710 Study Area. While any proposed travel systems management (TSM), intelligent transportation systems (ITS), travel demand management (TDM), and intersection improvements must meet criteria and eligibility requirements for funding as defined by Metro; project initiation, project development and project implementation will be subject to local planning and approval processes of the local jurisdictions. In this case, the local jurisdictions will be responsible for obtaining project-level environmental clearance for those projects undertaken under the I-710 ITS/TSM/Congestion Relief Program. These local, project-level environmental approvals would be achieved

following their own processes separate from the I-710 Corridor Project EIR/EIS evaluation process.

The first funding contributions would be provided within twelve months after programming/allocation of construction funding, and implementation of the program would occur no sooner than the start of construction.

ARTERIAL PARKING RESTRICTION PROGRAM. Parking restrictions during peak periods are recommended on four arterial roadways if the local jurisdictions agree to their implementation. These on-street parking restrictions would be enforced during peak periods (e.g., 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) to increase traffic capacity by one additional through-lane in each direction at the following locations:

- Atlantic Blvd. between Pacific Coast Hwy. and SR-60
- Cherry Ave./Garfield Ave. between Pacific Coast Hwy. and SR-60
- Eastern Ave. between Cherry Ave. and Atlantic Blvd.
- Long Beach Blvd. between San Antonio Dr. and Firestone Blvd.

TRANSIT PROGRAM. A series of transit improvements were considered and evaluated as part of the I-710 Corridor Project which could potentially increase service on all Metro Rail and Rapid routes and Local Bus routes in the Study Area. Specific transit improvements are listed in the following paragraphs. It is important to note that the proposed transit capacity and operational improvements included in the build alternatives would be phased in incrementally based on available funding as well as transit demand. The following ideas would be transmitted to Metro Transit Operations for consideration in the upcoming re-structuration study:

- Creation of three new high-frequency Express Bus and Rapid transit routes serving the I-710 Corridor
- Increased service on all Metro Rapid route and Local Bus routes in the Study Area

LOS ANGELES/GATEWAY FREIGHT TECHNOLOGY PROGRAM. Selected components from the Los Angeles/Gateway Freight Technology Program that are specific to the I-710 Corridor are proposed as programmatic elements. These include freeway smart corridor strategies that would deploy dedicated short-range communication roadside units alongside I-710 to manage and control traffic in real time as well as applying operational strategies such as queue warning systems, variable speed limits/speed harmonization, and dynamic corridor ramp metering on I-710. The purpose of these technology applications for the I-710 Corridor is to manage and control traffic in real time based on prevailing conditions and to make informed, performance-driven decisions regarding traffic management. These strategies are structured to address both recurrent congestion (i.e., morning and evening peak travel hours), as well as non-recurrent congestion due to vehicle breakdowns, lane closures, or traffic incidents in order to reduce delay and improve travel time reliability.

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

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I-710 South Corridor Project

Locally Preferred Alternative Recommendation

Metro Board Meeting

March 1, 2018

Item 5



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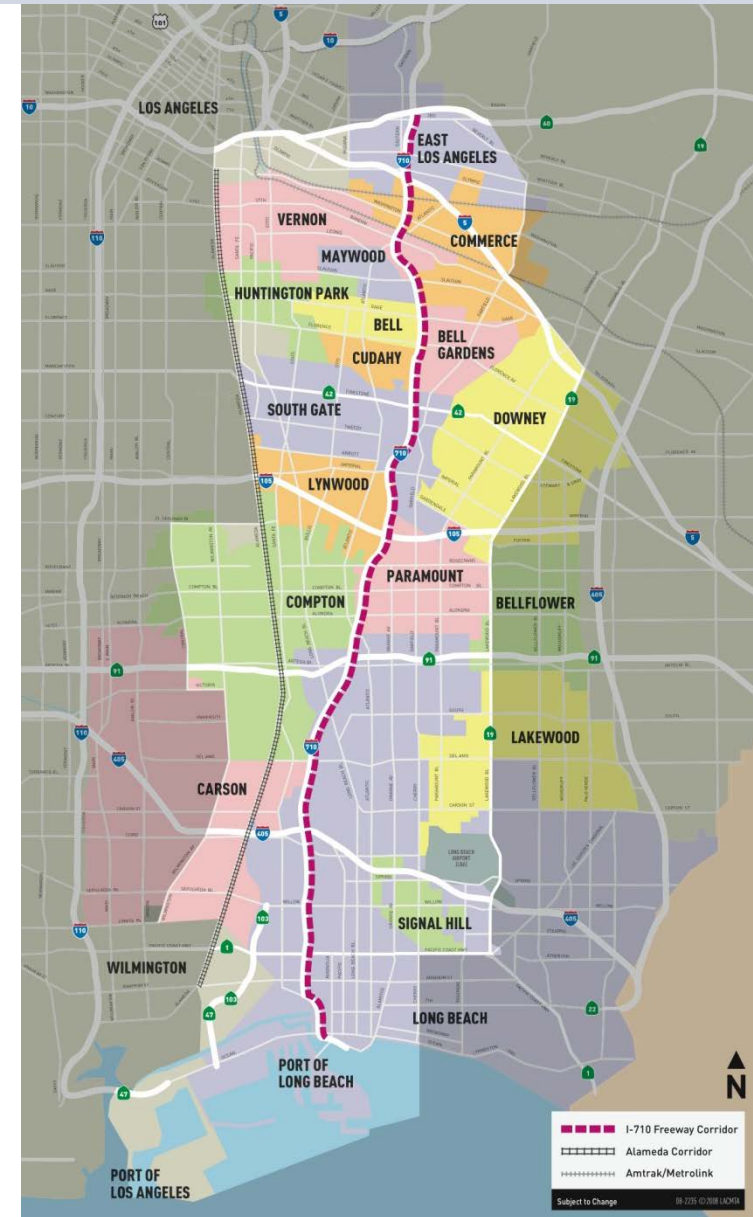


I-710 South Background

- EIR/EIS initiated in 2008
- 19 miles - 16 Cities / Communities
- Multi-Agency Partnership
- Community-Driven Process
 - More than 350 meetings held during env. process
- Focus on Green Technology
- Context-Sensitive Design
- Funding Sources
 - Measure R - \$590 Million
 - Measure M - \$500 Million
- \$65 M spent to date

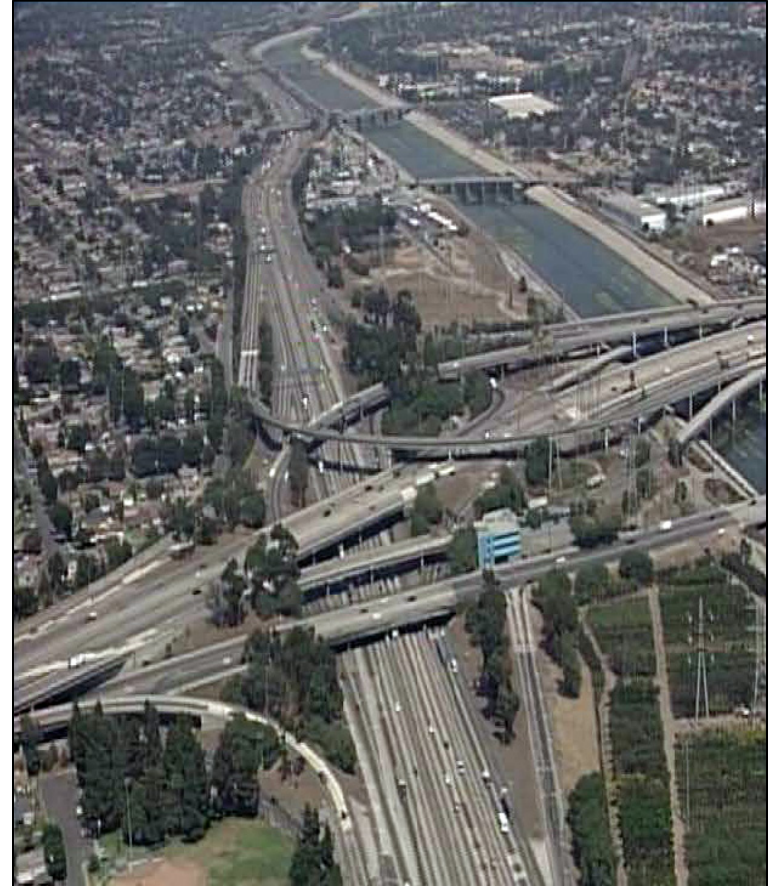


Metro



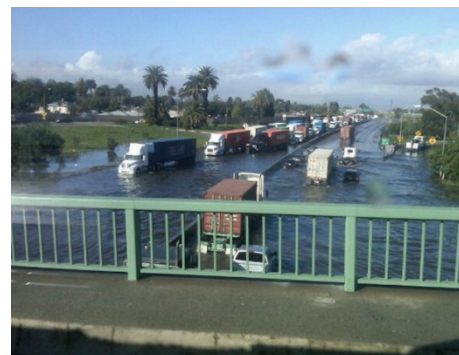
Purpose

- Address escalating demand due to growth in population, employment and economic activity related to goods movement
- Address design deficiencies
- Improve traffic safety
- Improve air quality and public health



Corridor Issues

- Need for Modernization - Freeway built in 1950s/60s
- Recurring congestion during peak times due to operational issues and insufficient freeway capacity
- I-710 is the Commerce Gateway Corridor - San Pedro Bay Ports handle 40% of all nation's imported goods
- Daily Truck Trips expected to increase from 36,000 today to approx. 55,000 by 2035
- More than half of the interchange ramps in the Corridor report higher than average accident rates
- High diesel emissions/significant air quality issues
- Freeway traffic spillage into communities
- Compromised and diminishing quality of life





I-710 South Milestones

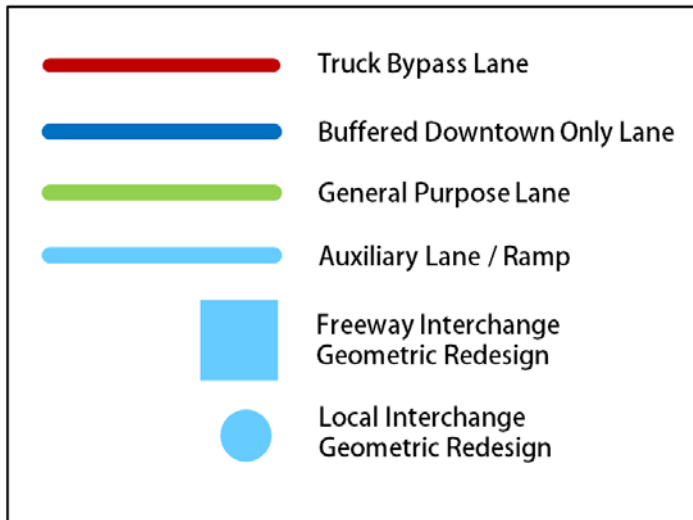
- 99-05 Major Corridor Study
- 2008 Scoping
- 2012 Draft EIR/EIS Circulation
- 2013 Re-Circulation Decision
- 2015 Finalized Conceptual Design of Revised Alternatives
- 2016 Completed Board Motion 22.1 evaluation /incorporation
- 2017 Re-circulation of Draft EIR/EIS
- 2017 Review public comments/alternatives evaluation – 710 Advisory Committee Meetings



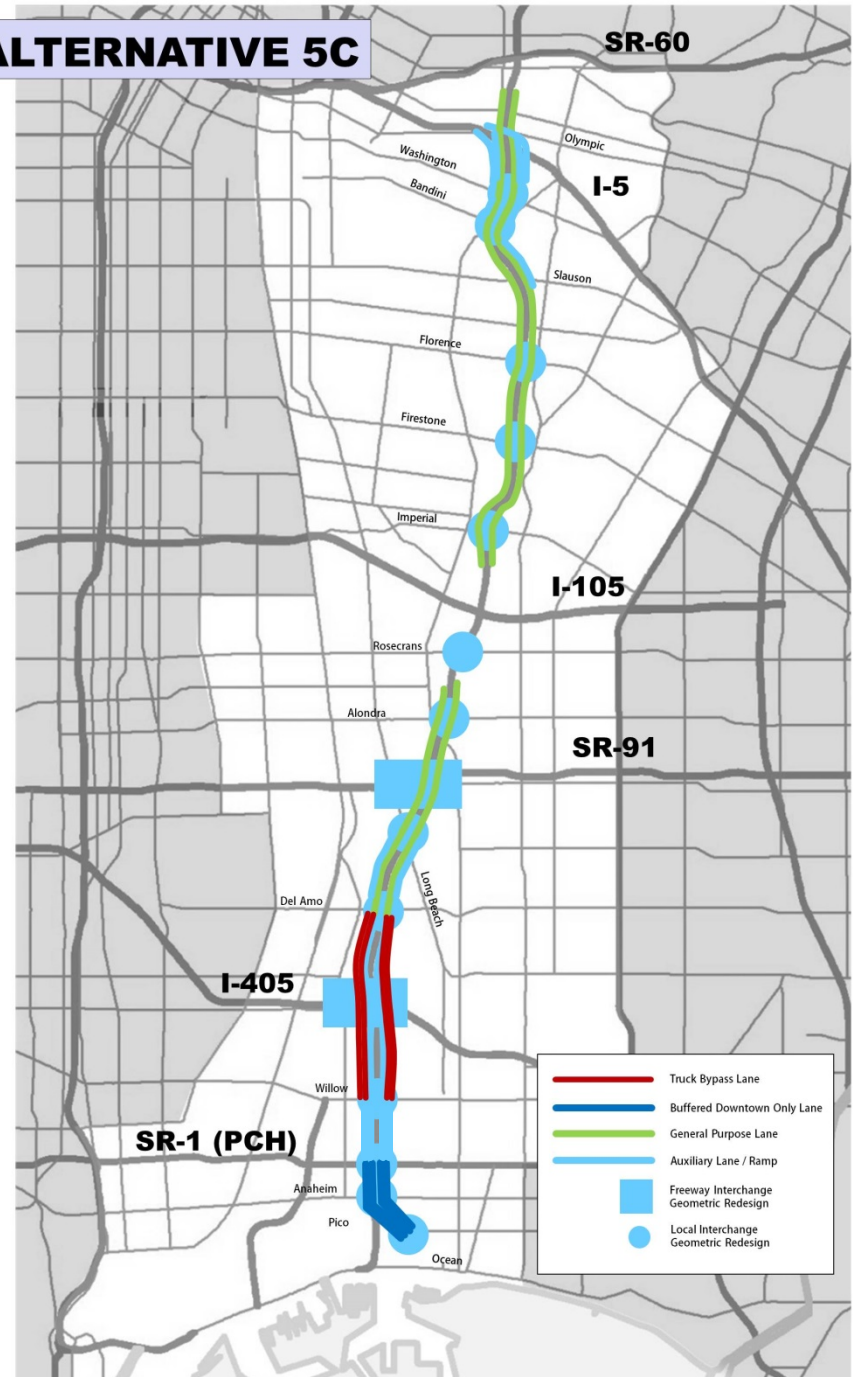
Metro

Alternative 5C

- Modernizes the freeway
 - Enhances safety
 - Improves capacity, and
 - Improves air quality
- (\$6 Billion)**

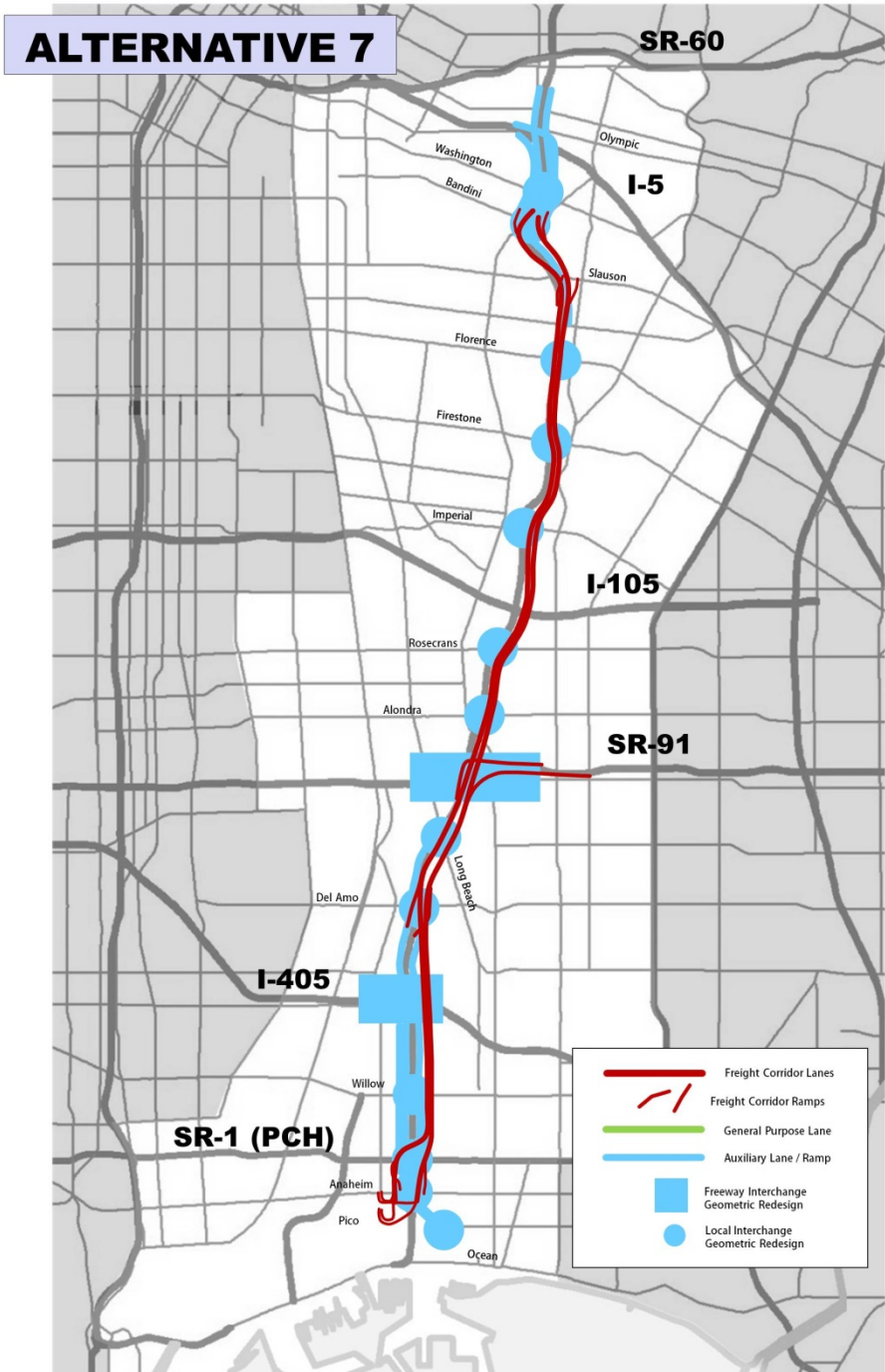
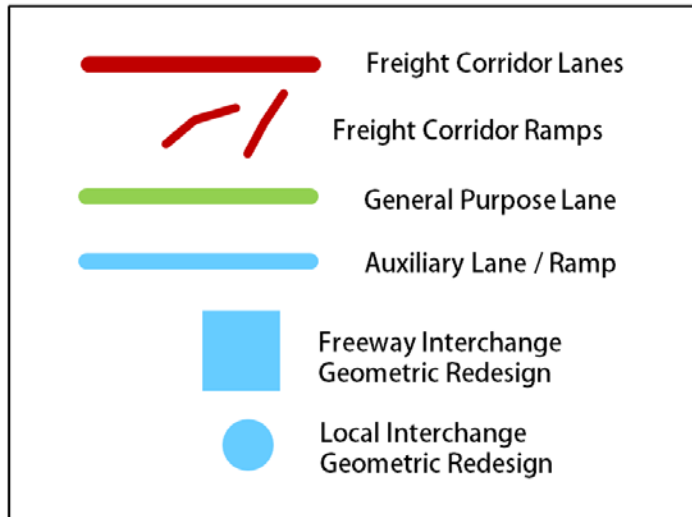


ALTERNATIVE 5C



Alternative 7

- Modernizes the I-710 freeway
- Adds Freight Corridor
- Improves air quality
(\$10 Billion)



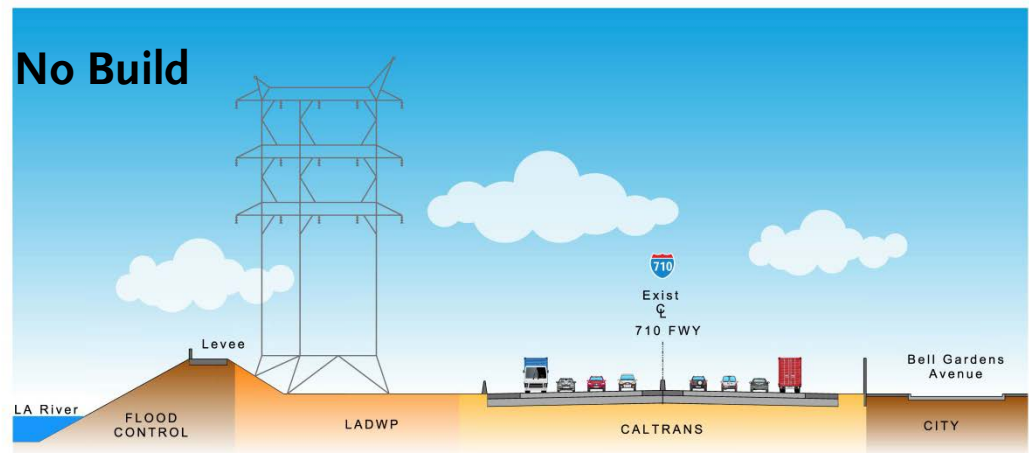
Sample Sections

Between Firestone Blvd. and
Florence Ave.

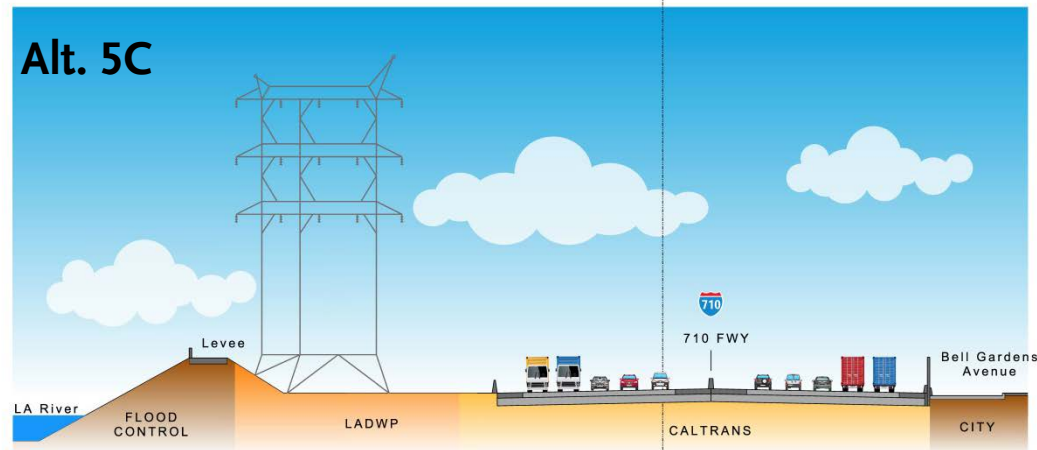
For illustrative purposes

Configuration varies
throughout the corridor

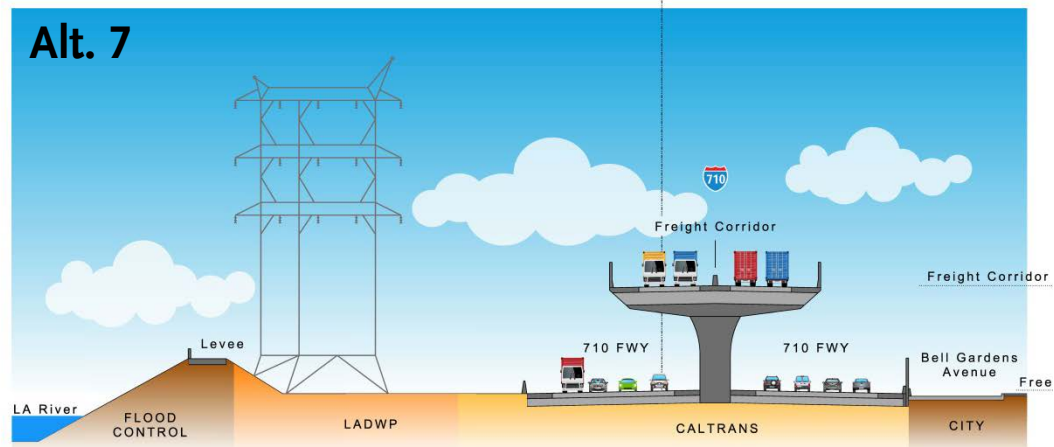
No Build



Alt. 5C



Alt. 7



Metro™

I-710 Build Alternatives

Both Alternatives 5C and Alternative 7 include:

- Zero-/Near Zero- Emissions truck deployment program
 - Pursuit of funds for purchase of ZE/NZE trucks and removal of the older non-conforming trucks
 - The program will run parallel to construction of the freeway
- Community health & benefit programs
- TSM/TDM/ITS improvements
- Transit improvement recommendations
- Active transportation improvements (bike / ped. facilities)
- Pursuit of Public-Private Partnership (PPP) for financing, delivery, and operation of infrastructure improvements
- Pursuit of grants to support various improvements programs and allow for accelerated implementation



I-710 Community Health & Benefit Program

Objective

- Makes funding available to implement projects and outreach activities to improve air quality / public health

Examples of Eligible Projects

- HEPA filters in schools, day care facilities, senior centers, clinics and hospitals
- School bus or senior transport vehicle retrofit/replacement
- Community health testing, education, and outreach, mobile asthma clinics
- Greenhouse gas reduction projects: renewable power, energy efficiency upgrades, tree-planting



Eligible Grant Recipients

Communities close to I-710:

- Cities / Unincorporated LA County
- Day Care Centers / Senior Centers
- Community Health Providers
- Non-Profit Organizations (with an air quality or public health mandate)

Motion 22.1 – Items Integrated Into Project Alternatives

Completed and Integrated

- ✓ Evaluated right-of-way avoidance designs (Alternative 7)
 - Reduced impacts where feasible; documented where infeasible
- ✓ Considered ZE Truck–Only option for freight corridor (Alternative 7)
- ✓ Evaluated high frequency express bus transit along I-710
 - Continuing coordination with Metro Transit Ops for further evaluation
- ✓ Evaluated separate bike path projects within the Study Area
 - Env. Clearance proceeding with LA County support
- ✓ Integrated five new pedestrian/bike bridges
- ✓ Verified application of Complete Streets treatments
- ✓ Considered other elements to maximize mobility and minimize impacts within study area

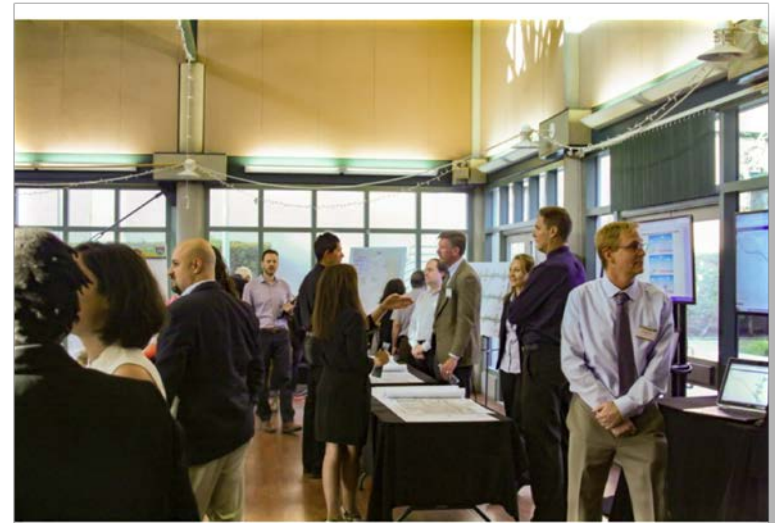
Motion 22.1 – Items Integrated Into Project Alternatives

To Be Done During Construction

- Transit Incentives/additional as-needed services
- Local Hire Provisions
- Bike/Ped Safety Plan
- Neighborhood enhancements within the project area

Public Circulation

- July 21, 2017: Recirculated Draft Environmental Document released to public
 - October 23, 2017: 90-day comment period closed
 - Public Hearings:
 - 8/23/17 Commerce
 - 8/26/17 Paramount
 - 8/31/17 Long Beach
-
- Community Briefings:
 - 10/18/17 East Los Angeles
 - 10/19/17 Long Beach



Summary of Public Comments

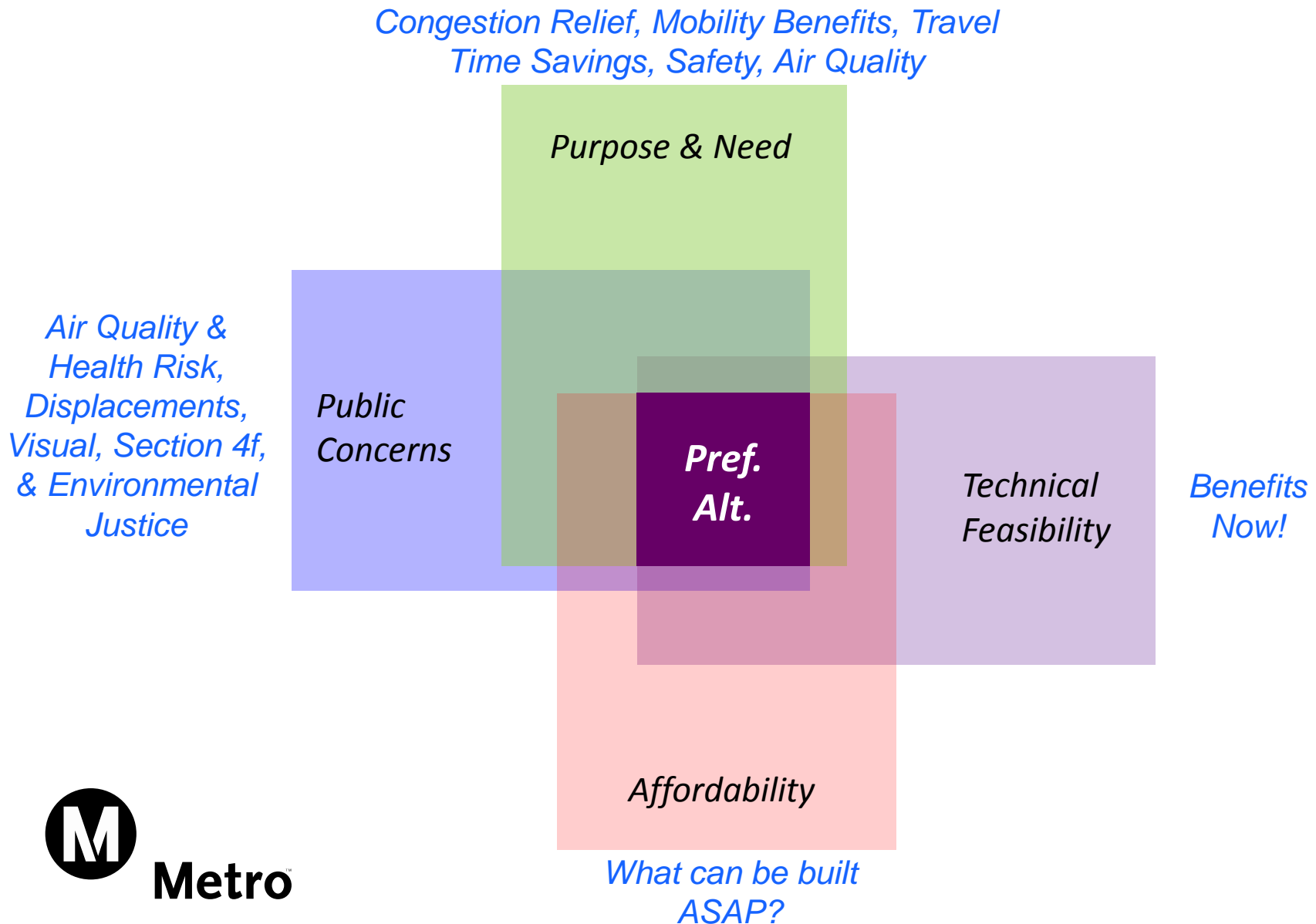
Key Issues & Concerns:

- Preference for full Zero Emission Technologies
- Minimize Right-of-Way Impacts (i.e. avoid residential relocations and impacts to Bell Shelter and Long Beach Multi-Service Center)
- Concerns about peak-hour parking restrictions on nearby streets
- Duration of construction and impacts including ramp and street closures
- Need for more bike and pedestrian connections to LA River trail



- Environmental justice and air quality concerns for communities near I-710
- Need to include local hire provisions in construction
- Need to fully utilize freight rail and the Alameda Corridor

How is the Preferred Alternative Determined?



Comparison of Benefits and Impacts

Benefits

Evaluation Factor	Measure	Alternative 5C	Alternative 7
Mobility Benefits	Reduction in Vehicle Hours of Delay		
Congestion Relief	I-710 Level of Service (LOS)		
Travel Time Improvements	I-710 Auto / Trucks		
	Freight Corridor - Trucks		
Safety Benefits	Removes Operational Conflicts		
	Separates Cars & Trucks		
Air Quality	Diesel Particulate Matter and Nitrogen Oxides (NOx)		*
	Least Amount of PM 2.5		
	Greenhouse Gases		

* Assumes incentive funding for 18,350 ZE/NZE Trucks to use the Freight Corridor (compared to 4,000 ZE/NZE Trucks under Alt. 5C). Incentive funding would be pursued under either alternative, but it's subject to availability.

Comparison of Benefits and Impacts, cont.

		Evaluation Factor	Measures	Alternative 5C	Alternative 7	
Impacts	Parks, rec. areas, refuges, and historic sites	Partial Impacts				
		Full Impacts				
	EJ Impacts	Least Adverse Effect to EJ Populations				
	Visual Impacts	Fewest Visual Impacts				
	ROW Impacts	Residential Displacements			109	158
		Non-Res. Displacements			121	206
		Sensitive Facilities Displacements				
Cost	Air Quality Cost Benefit	\$ per lbs. Diesel Particulate Matter Reduced				
		\$ per lbs. NOx Reduced				
	Cost / Affordability	Total Project Cost				
		Affordability			*	
	Constructability	phasing and implementation of Early Action Projects				

* Based on implementation of Early Action Projects


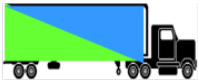




Comparison of Benefits and Impacts, cont.

Visual Impacts



View from LARIO Trail, Looking Southwest at the I-710/SR-91 Interchange, in the City of Long Beach

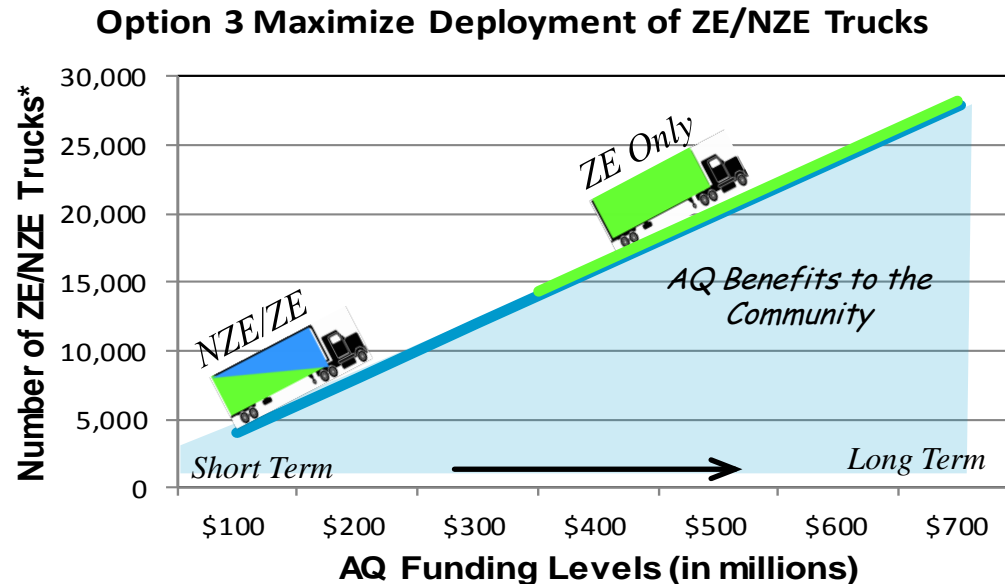
Compare NZE & ZE Truck Performance

	Conventional Diesel Truck 	Near Zero Emission Truck 	Zero Emission Truck 
			
Diesel Particulate Matter* (DPM) (lb/10,000 miles)	0.12	0	0
Nitrogen Oxides* (NO _x) (lb/10,000 miles)	38.7	3.9	0
Greenhouse Gases* (GHG) (MT CO ₂ /10,000 miles)	15.1	15.1	0
Approx. number of Trucks per \$100 million of Funding**	N/A	4,000 Trucks	1,520 Trucks

* Running Exhaust emission factors are based on EMFAC2014 for heavy-heavy duty trucks in Los Angeles County for calendar year 2035.

** Unit costs represent incremental, average costs of zero emissions trucks (battery electric, fuel cell vehicles) from I-710 Zero Emissions Truck Commercialization Study, assuming pre-2035 deployment (Calstart, 2013).

I-710 ZE/NZE Deployment Strategy



Maximize Number of “Clean Emissions” Trucks and Air Quality Benefits

- *Begin with mix of ZE and NZE trucks in the near term*
- *Transition to ZE trucks as ZE trucks become commercially available and affordable.*
- *Partner with SCAQMD, EPA, CARB to pursue grant funding outside of the project programmed funds to support health-benefit investments.*



Metro

Project Schedule: What's Next?

Next Steps

Winter 2018

- Metro Board to adopt the Preferred Alternative for FEIR/FEIS
- Initiate Work on FEIR/FEIS for Preferred Alternative
- Coordinate with Air Agencies to:
 - Refine and Enhance I-710 ZE and NZE Truck Program
 - Seek Funding

Spring 2018

- Identify scopes and order of pursuit of Early Action highway improvement projects based on independent utility, benefits, and availability of funds

Summer 2018

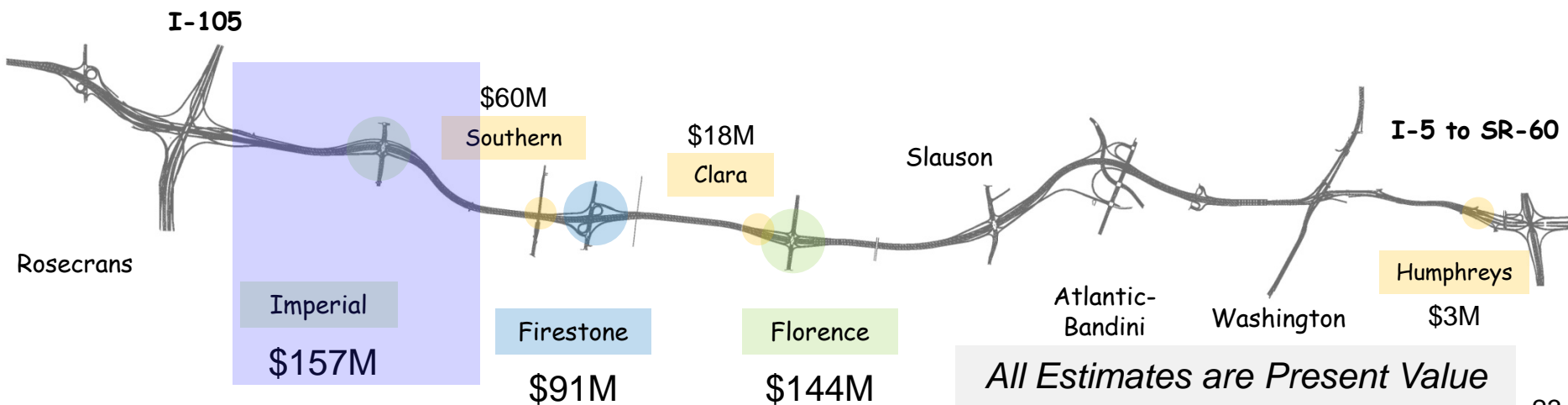
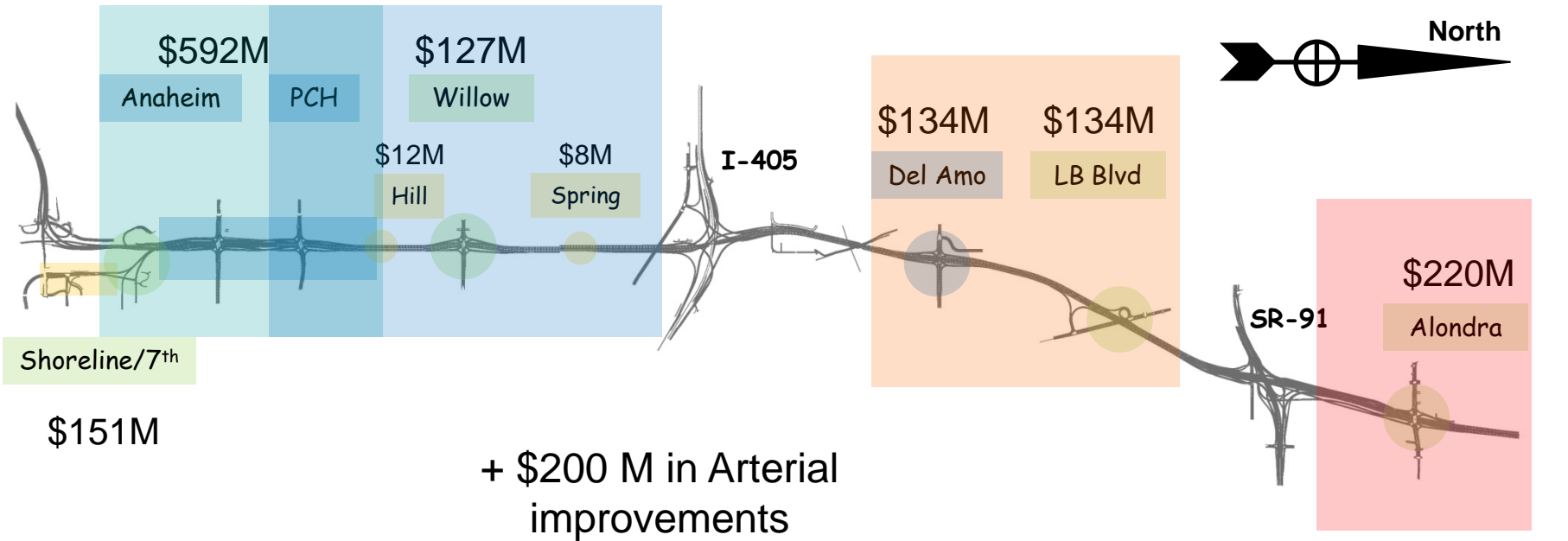
- Complete the Environmental Process
- Caltrans to approve the Final Environmental Document

Winter 2019

- Release RFPs for Final Design of Early Action Projects



Early Actions Candidates



Early Action Objectives & Outcomes

1. Work within funding constraints
2. Address today's problems
3. Deliver safety, mobility, and health benefits sooner

Identify Candidate Projects with:

- Verified Benefits
- Lower Capital Costs
- Lower Property Impacts
- Shorter Overall Schedule

Several Early Action Candidates:

- Include Arterial Improvements and Safer Interchanges with:
 - New/Improved Signals (incl. signal synch)
 - Improved ped/bike facilities on city streets
- Include New Ped/Bike Crossings over the freeway and across the LA River for community connectivity
- Result in reduced interim relocations needed for the whole project.

Next Steps

– Air Quality Improvements

- NZE/ZE truck Program - purchases/subsidies
- Pollution source controls and elimination (ports and industry)
- SCAQMD and all project partners

– Active Transportation

- Bike and pedestrian projects (potential early action)
- Safety education and awareness programs
- Metro ATP group and local jurisdictions
- LA County for the LA River Bike projects

– Community Health Benefits Grant Program

- Grants for improvements at sensitive receptors
- Community-agency dialogue (development of guidelines)
- Community health risk prevention/reduction
- LA County Health Department and local jurisdictions



Next Steps

- **Ports AQ Improvement Programs**
 - Clean port operations
 - Community engagement
 - Ports and cities of LA and LB
- **Freeway Operation Safety programs/ITS**
 - Regular advisory and informational bulletins/progress reports
 - Community engagement
 - Truck safety and speed monitoring/control
 - Speed and emission enforcement
 - Caltrans, Metro, CHP, Local law enforcement