



Metro

OCTOBER 14, 2015

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *Paul*
CHIEF EXECUTIVE OFFICER

FROM: RICHARD F. CLARKE *RFC*
EXECUTIVE DIRECTOR, PROGRAM MANAGEMENT

SUBJECT: I-710 SOUTH PROJECT STATUS UPDATE

ISSUE

This Board Box responds to questions related to elements of Community Alternative 7 (CA-7) in the analysis of Project alternatives for the re-circulated environmental document of the I-710 South Corridor Project (I-710 South) that is forthcoming at the October Board meeting. Generally, no allowance has been made in terms of scope, cost or schedule for CA-7 as the Board has not yet given direction on this matter. The purpose of this Board Box is to provide additional information about the potential schedule and budget implications of such a request, in support of the Board's decision-making process.

BACKGROUND

On September 4th, 2015, staff circulated a Board Box to update Board members on the status and key issues related to the I-710 Corridor Project (I-710 South). Amongst the most salient issues discussed in that Board Box were the need for additional funding to complete the re-circulation of the Project's environmental document based on the two options under consideration (options 5C and 7) and the issues surrounding additional elements associated with the CA-7 proposal.

Community Alternative 7

As described in the September 2015 Board Box, CA-7 was proposed as a comment on the Draft EIR/EIS by the Coalition for Environmental Health and Justice (CEHAJ) as an alternative to the build alternatives 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. CA-7 proposes: 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, including along the LA River, comprehensive construction mitigation program, and extensive community benefits programs. As most of these proposed concepts are undefined, CEHAJ proposes that CA-7 be further developed by the Project Team (feasibility studies and preliminary engineering) and then studied in the RDEIR/SDEIR. This proposal was supported by the I-710 Corridor Advisory and I-710 Project Committees. In 2013, State Senator Lara authored SB 811 to try to direct Caltrans to study CA-7 in the recirculated Draft EIR/EIS; SB 811 was vetoed by the Governor. In October, 2014, the California State Transportation Agency (CalSTA) requested that Metro and Caltrans re-engage CEHAJ through a series of workshops sponsored by Metro, with the goal of finding common ground and a way to address CA-7.

Three workshops were held between December 2014 and January 2015. The workshops also provided an opportunity to clarify elements of Alternatives 5C, 7, and CA-7 that remained unclear, and to determine if additional elements of CA-7 could be included in the RDEIR/SDEIS.

The Funding Agencies perspective has always been that the CA-7 vision is a good one, but that considering CA-7 as a Project Alternative in the I-710 Corridor Project EIR/EIS may not be the appropriate or most effective way to achieve that vision. CA-7 is a program of several concepts that would require further development and analysis before they can be evaluated as projects in an environmental document or various environmental documents. The I-710 Corridor Project EIR/EIS is a project-level environmental document, which requires very detailed information about the proposed improvements to be developed, in order to perform a comprehensive analysis of the environmental impacts. Prior to analyzing the CA-7 suite of related improvement projects in an EIR/EIS, feasibility studies would have to be conducted. The most practical and appropriate way to accomplish this is not in an EIR/EIS, but instead in a Feasibility Study. Once feasibility studies are completed, potential funding sources can be identified and various improvements can be advanced under individual environmental approval documents. Any improvements proposed as part of the project that are outside of Caltrans' right-of-way would need to be vetted through the appropriate jurisdictions. Furthermore, after having gained a more thorough understanding of CA-7, staff believes that the scope and purpose of the I-710 Corridor Project would have to be revisited including reconsideration of the corridor area boundaries as well as redefining the Purpose and Need statement, which would require consensus among stakeholders.

After the three workshops held with CEHAJ, and in an effort to support the CA-7 Vision, the GCCOG has proposed the I-710 Corridor Livability Initiative, supported by both Metro and Caltrans staff. Working with regional partners (e.g. LA Rivers and Mountains Conservancy, USACE, LA Bicycle Coalition, etc.) and the cities and communities throughout the Gateway Cities area, the GCCOG would establish the CA-7 Livability Initiative as an alternative to including CA-7 as an additional Alternative in the EIR/EIS. Elements of CA-7 not in the current

EIR/EIS would be addressed through this Livability Initiative. It is also important to note that Alternatives 5C and 7 have been developed with CA-7 in mind, and modified as a result. The Project Team included in Alternatives 5C and 7 several elements of CA-7 that were within the Caltrans' jurisdiction and addressed the Project's Purpose and Need. Attachment A describes the elements from CA-7 contained in Alternatives 5C and 7. Furthermore, a Community Health and Benefit Program (Attachment B) was also added to the Project which could, in consultation with stakeholders, be further developed to include additional CA-7 elements in the form of mitigations to impacts identified in the environmental document.

The proposed Livability Initiative framework is described in Attachment C. A Livability Initiative Steering Committee comprising government, non-profit, and community partners would be established by the GCCOG to bring subject matter expertise to the various components of the Initiative and a wide range of perspectives related to policy, planning, project delivery, funding sources, and regional knowledge. Funding for the Livability Initiative (and the projects developed through the process) could come from a number of sources, including Cap & Trade, TIGER Grant(s), Caltrans Sustainable Transportation Planning Grants, potential LA River revitalization grants, Caltrans Active Transportation Program, etc. Furthermore, in-kind contributions or start-up funds from partner agencies could be considered to conduct the initial mobilization and coordination efforts.

The Livability Initiative has been presented to the various I-710 committees; the response has been mixed. CEHAJ in particular has spoken against the Livability Initiative claiming that it does not fully represent the CA-7 vision and does not include committed funding sources to implement improvements.

SCHEDULE, AND BUDGET CONSIDERATIONS OF CA-7 PROPOSALS

Given that considerable resources were spent in re-assessing and revising the Project Alternatives (options 5c and 7), staff came to the Board in September 2015 (and a subsequent report is in process for October 2015) with a request for additional funds required to 1) re-circulate the Draft EIR/EIS with Alternatives 5C and 7; 2) complete the Final EIR/EIS & Project Report; and 3) support ongoing facilitation of community participation.

There is a draft motion to consider certain elements of CA-7 in the evaluation of Alternatives 5C and 7 that is forthcoming at the October Board meeting. Since most of CA-7 is not currently included in the scope of Alternatives 5C and 7, if given direction from the Board, the scope and cost to study the CA-7 features will need to be developed. In anticipation of this motion, and in order to support the Board's decision-making process, staff has developed preliminary cost and schedule estimates. The potential implications for the Project's schedule and budget are presented below.

Budget

The additional cost to study CA-7 elements is not included in the contract modifications brought to the Board in September and October 2015. The additional studies and the environmental review of these elements could range from \$2 to \$3 million. Additionally, the total capital cost added to the Project if all of these elements would be included in the Preferred Alternative is approximately \$1.5 billion above the estimated cost of Alternative 7.

Since the initiation of the environmental phase, the Board has authorized \$68.7 million in funds for the Project, with approximately \$56 million spent so far. The estimated cost at completion is approximately \$84 million (this number includes both professional services contracts and 3rd party support).

Schedule

Re-circulation of the Draft EIR/EIS is scheduled for late 2016. In order to evaluate CA-7 elements as part of Alternatives 5C and 7, it is estimated that an additional 8 months in the schedule would be required. We have not included any schedule impact in the construction phase – the 8 months is just for the planning phase.

Re-circulating the environmental document after the end of 2016 may trigger the requirement to use SCAG's 2016 Regional Transportation Plan (RTP) model in the environmental analysis. A re-evaluation of the environmental analysis will be necessary between the Draft and the Final documents. Any considerable delay might negatively impact the Project's readiness for freight-specific funding opportunities expected to be included in the next transportation re-authorization bill.

Attachments:

- A. CA-7 Elements in Alternatives 5C and 7
- B. I-710 Community Health and Benefit Program
- C. I-710 Livability Initiative Framework

How do we effectively pursue implementation of Community Alternative 7?

A) Through I-710 Corridor Project – these elements are in Alternatives 5C and 7:

1. No additional general purpose capacity (Alternative 7 only)
2. Avoidance of direct impacts to Long Beach Multi-Service Center
3. Improvements to existing river access from major arterials (within the project footprint)
4. Adequate and safe bicycle and pedestrian infrastructure (within the Project Footprint)
5. Bicycle/Pedestrian Connection (Class I) between the County of LA Bike Path and the Los Angeles-Rio Hondo "LARIO" Trail, adjacent to Imperial Highway
6. Bicycle/Pedestrian Connection (Class II) between the LARIO Trail and the Compton Creek River Path via Del Amo Boulevard
7. Two Parkway Bridges/Crossings (at Imperial Hwy and another one TBD)
8. Evaluation of PPP delivery options
9. Tree planting and streetscape enhancement within the 710 Project Footprint
10. Substantial transit operational improvements
11. I-710 freeway ramp metering and related ITS/TSM operational improvements
12. I-710 ZE/NZE Truck Technology Deployment Program (separate handout)
13. I-710 Community Health and Benefit Program (separate handout)

B) Through I-710 Corridor Project - these elements could be incorporated as mitigations to identified impacts once the analysis is completed

1. Construction equipment AQ mitigation and construction traffic mitigation
2. Limited Free Public Transit program and/or enhanced service during construction periods that require freeway closure(s)
3. Air filtration systems for significantly impacted sensitive receptors properties
4. Funding of I-710 air pollution mitigation program
5. Funding of I-710 noise mitigation program
6. Near freeway soundproofing before construction for significantly impacted properties
7. Additional community benefits
8. Job Programs (e.g. work experience, minority business enterprise, women business enterprise and small business utilization and retention) - commitment levels to be determined after environmental phase.

C) Through a "CA-7 Livability Initiative" - working with regional partners and responsible jurisdictions:

1. Aggressive strategy to improve transportation via rail and bus in the I-710 Corridor, including considerations for building additional light rail capacity or expanding bus routes and service.
2. LA River Improvements: enhanced system of park networks that will create greenbelts and open space connections; recreational trails, restored wetlands, and native landscaping; multi-benefit green treatment trains; removing impermeable surfaces elsewhere
3. Comprehensive Pedestrian/Bicycle Program: connection and enhancement of the growing bike path networks along Compton Creek, Rio Hondo, and the Los Angeles River; planning and implementation grants for communities in the corridor study area for drafting and adopting pedestrian and bicycle master plans; connect the communities on either side of the I-710 with a series of pedestrian- and bicycle-only bridges or lids every ¼ to ½ mile; establish a dense network of bicycle-friendly neighborhood routes, also known as "bike boulevards"; utilize existing underused railroad and utility rights-of-way to construct separated pedestrian/bicycle paths; stripe bicycle lanes and install sufficient bicycle parking racks at industrial and commercial facilities; provide walking and cycling connections to passenger rail stations – Metro and Metrolink – and to bus stops
4. Working collaboratively with the local jurisdictions; define and implement a Complete Streets Program, including "road diets," on principal arterial and collector streets throughout the corridor study area, prioritizing those that currently cross the I-710 freeway and LA River
5. Comprehensive Community Benefits Program: maintenance and upgrades at existing corridor parks as well as additional sports and recreation facilities and programs; pedestrian and streetscape improvements to facilitate students' safe routes to school; near freeway air filtration; more public art into existing park facilities, neighborhoods, gateways, and corridor transportation facilities.
6. Health Study

I-710 LIVABILITY INITIATIVE

PROPOSED FRAMEWORK

OVERSIGHT

GATEWAY CITIES COG

Steering Committee

- Caltrans
- City of Los Angeles
- I-710 TAC Representative
- LA County Flood Control District
- LA County Metro
- LA County Department of Parks and Recreation
- LA County Department of Public Health
- LA County Department of Public Works
- Long Beach Transit
- Montebello Transit
- San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy
- Trust for Public Land
- US Army Corps of Engineers
- US Environmental Protection Agency (EPA)
- Urban Land Institute

STRATEGY

Near Term

- GCCOG Active Transportation Plan(s) (ATP)
- Complete Street Evaluations and Master Plans
- San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy, Los Angeles River Master Plan
- Other elements within the GCCOG Strategic Transportation Plan (STP)

Long Range

- Assessments, initiatives & projects
- Livability Master Plan:
 - Policies
 - Strategies
 - Projects

FUNDING

- In-Kind Contributions (e.g. Metro provide research for assessment, Caltrans use on call services to scope & initiate process)
- Project Start up Funds (e.g. Metro Board, I-710 PC Committee Jurisdictions assessment)

NEXT STEPS

- Initiate dialog with representatives from agencies listed above
- Solicit letters of support for Livability Initiative from proposed Steering Committee Agencies/ Organizations

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

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I-710 Corridor Project Community Health and Benefit Program

A dedicated I-710 Corridor Project Community Health and Benefit Grant Program will be provided as part of Alternative 5C or Alternative 7, either as a specific programmatic element or as a mitigation measure depending upon the impacts identified for either build alternative. The program guidelines would identify allowed proposers (e.g., local schools, day care centers, senior centers, health programs, etc.) and allowed projects (e.g., high efficiency particulate absorption (HEPA) filters in schools, school bus retrofit/replacement, vegetation barriers, "asthma vans," etc.) that are eligible for funding under the program. This type of program would support Goal 7 of the Gateway Cities COG AQAP and is proposed to be administered by the Gateway Cities COG. The total amount to be made available for the program has yet to be determined. The program would be a grant program where funds would be provided to grantees directly and not on a reimbursement basis. Specific guidelines will be developed and included in the Recirculated Draft EIR/Supplemental Draft EIS. This first annual funding contribution will be provided within 12 months after the Final EIR/EIS is conclusively determined to be valid, pursuant to PRC Section 21167.2 under CEQA or by final judgment or final adjudication.