

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**PLANNING & PROGRAMMING COMMITTEE
MAY 16, 2012****SUBJECT: I-710 SOUTH CORRIDOR PROJECT DEIR/DEIS RELEASE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file status report on the I-710 South Project.

ISSUE

The I-710 South Corridor Project Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) is scheduled to be released early June 2012. The release of the environmental document and subsequent start of the DEIR/DEIS comment period is contingent on obtaining approval from Caltrans. This is a significant milestone for the Measure R funded I-710 South Corridor Project.

DISCUSSION**Background**

At its July 2007 meeting, the Metro Board authorized the award of a consultant contract for the preparation of an environmental document (EIR/EIS) and an engineering Project Report for the I-710 South Corridor Project, subject to the execution of Funding Agreements with regional funding partners.

Pursuant to multi-agency agreements between Metro, California Department of Transportation District 7 (Caltrans), Gateway Cities Council of Governments, Port of Los Angeles, Port of Long Beach, Southern California Association of Governments, and the I-5 Consortium Cities Joint Powers Authority (JPA), Metro is the contracting agency for the I-710 Corridor Project and Caltrans, as the agency that owns and operates I-710, is lead agency for the environmental clearance under both CEQA and NEPA (as a result of their assumption of NEPA responsibilities pursuant to 23 U.S.C. 327).

In January 2008, the engineering/environmental consultant contract for the I-710 South Corridor Project EIR/EIS was executed. The EIR/EIS effort began by building off the Locally Preferred Strategy (LPS) identified in the I-710 Major Corridor Study (MCS), which had unanimous community support from the corridor cities throughout the alignment, and the Board approved the LPS at its June 2006 meeting. The purpose of an EIR/EIS is to evaluate the benefits, costs, and impacts of alternatives, in comparison to both existing conditions and future conditions. The alternatives range from doing no improvements (e.g. No Build) to actually implementing a project (see alternatives description below). The limits for the I-710 South Corridor Project EIR/EIS are Ocean Blvd in Long Beach, to State Route 60 (SR-60) in East Los Angeles, approximately 18 miles; the Study Area can be found in Attachment A.

Similar to how the engineering/environmental work built off the I-710 MCS, so did the community outreach component of the project. The consultant contract for facilitating community participation was also executed in January 2008. The I-710 Community Participation Structure was designed to allow for extensive opportunities for technical input as well as feedback from the community via multiple advisory committees. This participation process was purposely designed as a "bottom up approach" because it allows for information to be shared with grassroots/community groups (Subject Working Groups, Local Advisory Committees & Corridor Advisory Committee), at a technical level (Technical Advisory Committee), and at a policy level (Project Committee and Executive Committee). This structure is shown in Attachment B. The I-710 South Corridor Project EIR/EIS project team has continuously shared information and key findings with all of the committees and groups in the participation structure.

Based on the high level of engagement by Metro, the project has received numerous public comments and they have been incorporated into the project alternatives. The original schedule had the DEIR/DEIS being released in Summer 2010. However, during the review process of the proposed highway design and the traffic analyses, stakeholder concerns arose which required significant modifications to the I-710 South Corridor design and updates to the technical analysis and reports. These changes impacted the project budget, scope, and schedule – and were supported by the advisory committees in the I-710 Community Participation Structure. This update was presented to the Metro Board on December 2010, at which approval was given and resources were provided to staff to implement those changes.

Milestones

A summary of the major activities/milestones that have occurred to date are as follows:

- Scoping: March – September 2008
- Alternatives Analysis: 2008-2009
- 1st Administrative draft EIR/EIS: March 2010
- Alternatives Revisions and Updated Technical Analysis: Fall 2010 - Winter 2011
- 2nd Administrative draft EIR/EIS: January 2012

Alternatives Under Consideration

The alternatives being evaluated in the I-710 DEIR/DEIS are shown in Attachment C. A high level summary of the Alternatives included in the DEIR/DEIS is as follows:

- Alternative 1 – No Build
- Alternative 5 – 10 General Purpose (GP) Lanes
- Alternative 6A – 10 GP Lanes + 4 Freight Corridor (FC) lanes
- Alternative 6B – 10 GP Lanes + 4 Zero Emission FC lanes
- Alternative 6C – 10 GP Lanes + 4 tolled Zero Emission FC lanes

Options Under Study

A few notes regarding the alternatives need to be mentioned. There are a few options that apply to the northern portion of the alignment as follows.

- Alternatives 6 A/B/C contains one option that evaluates the closure of Washington Boulevard, and two options which keep Washington Boulevard open.
- Under Alternatives 6 B/C, there is an option which extends the zero emission system beyond the northerly terminus of the freight corridor. In the Zero Emission Extension Option, two of the general purpose lanes in each direction on I-710 from Bandini Blvd. to SR-60 will have zero emission infrastructure added.

Concluding Remarks

The release of the I-710 DEIR/DEIS is not only a significant project milestone, but it also reflects the high level of commitment and involvement the project has had with the communities and corridor cities. Furthermore, it should be noted that the I-710 South Corridor Project EIR/EIS will be the first highway project for which a detailed Air Quality/Health Risk Assessment has been prepared. The DEIR/DEIS will compare the respective benefits, costs, and impacts for each Alternative and each option. Following public review of the DEIR/DEIS, comments will be reviewed and discussed with the advisory committees in the I-710 Community Participation Structure. The committees will be requested to make a recommendation on a Preferred Alternative. Once the Metro Board concurs on the recommended Preferred Alternative, Caltrans will complete the Final EIR/EIS and make it available to the public for a 30-day availability period prior to approving the project under CEQA and NEPA.

DETERMINATION OF SAFETY IMPACT

The I-710 DEIR/DEIS represents a milestone on an environmental document, and thus will have no impact on safety.

ALTERNATIVES CONSIDERED

The Board could elect to not support the release of the I-710 DEIR/DEIS. This action is not recommended as this is not consistent with prior Board direction, nor would it be consistent with the LRTP and Measure R.

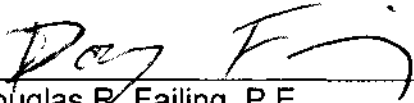
NEXT STEPS

Subsequent to the release of the I-710 DEIR/DEIS, staff will continue to work with the community stakeholders and corridor cities. The next milestone will be identifying a Preferred Alternative and releasing the Final EIR/EIS. That is scheduled to occur in March 2013.

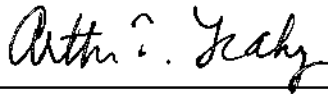
ATTACHMENTS

- A. I-710 Study Area
- B. I-710 Community Participation Structure
- C. Alternatives in the I-710 DEIR/DEIS

Prepared by: Adrian Alvarez, Transportation Planning Manager
 Ernesto Chaves, Transportation Planning Manager



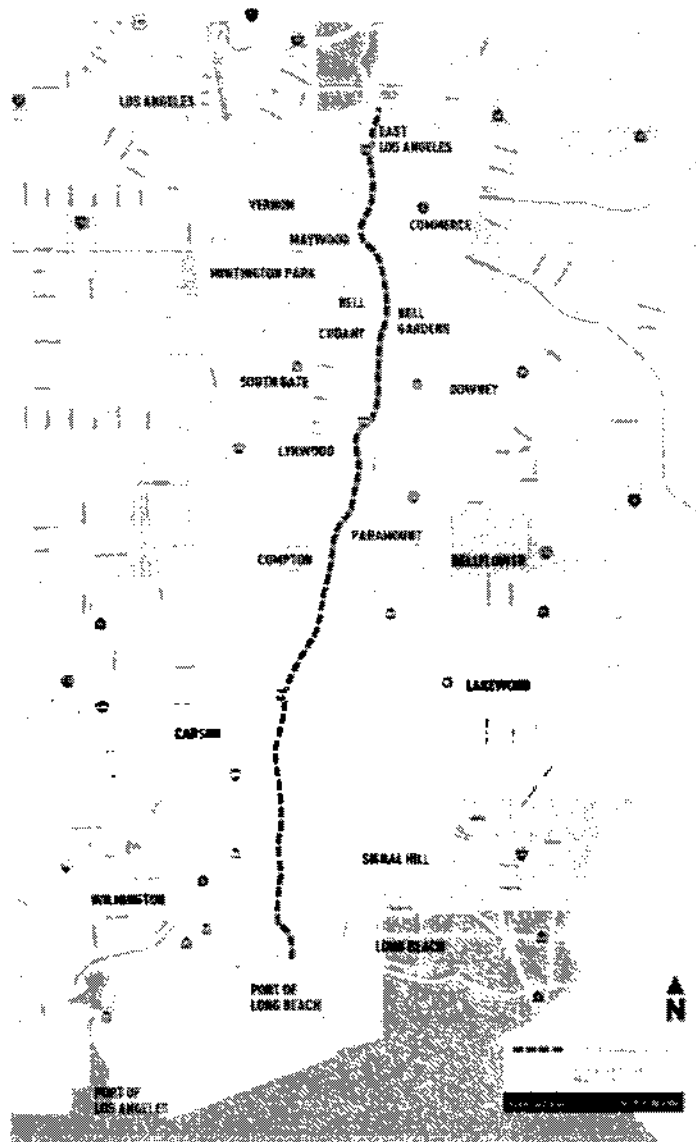
Douglas R. Failing, P.E.
Executive Director, Highway Program



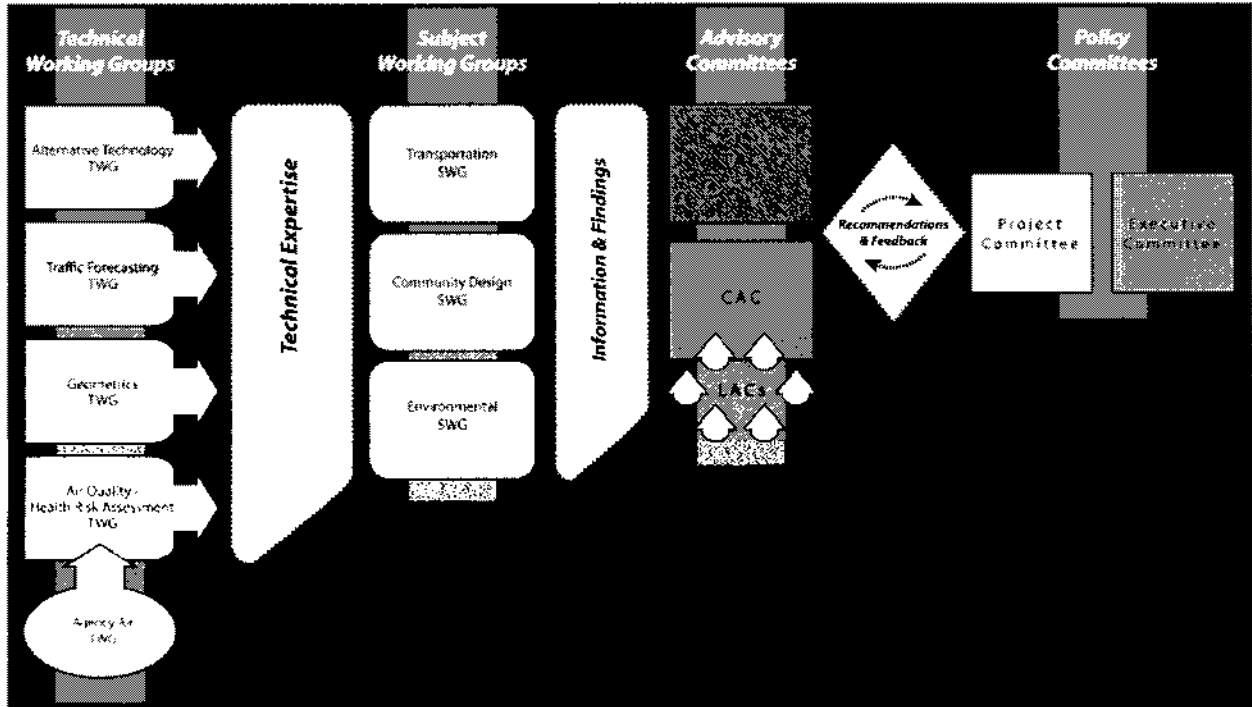
Arthur T. Leahy
Chief Executive Officer

ATTACHMENT A

I-710 Corridor Project EIR/EIS Study Area



ATTACHMENT B
I-710 Corridor Project EIR/EIS
Community Participation Structure



ATTACHMENT C

Alternatives in the I-710 DEIR/DEIS

No Build Improvements

- Planned and Committed Projects in 2008 RTIP
- Enhanced Goods Movement by Rail
- Clean Trucks Program
- Expanded Night Gate Ops at Ports
- I-710 Pavement Rehabilitation
- Traffic Signal Coordination

TSM/TDM and ITS

- Ramp Metering
- Improved Arterial Signage
- Peak Period Parking Restrictions
- Increased Transit Service
- Upgraded Traffic Signals (ITS)

Arterial System Improvements

- Signal Timing Improvements
- Local Arterial Intersection Improvements at 42 Locations



I-710 Widening


- Widen the I-710 up to 10 Lanes
- Modernize Geometric Design of the Local I-710 Interchanges


Freight Corridor

- Separate Four-Lane Freight Corridor

Alternative 6B

 Zero Emissions
  Automated Guidance

 Freight Corridor

 I-710 Widening


Modernize I-710 Geometrics



Arterial System Improvements


TSM/TDM & ITS


No Build Improvements

Alternative 6C

 Tolling Feature

 Zero Emissions
  Automated Guidance

 Freight Corridor

 I-710 Widening

Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS


No Build Improvements

Alternative 1

No Build Improvements

 I-710 Widening

Alternative 5A

 I-710 Widening


Modernize I-710 Geometrics

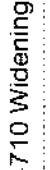
Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Alternative 6A

 Freight Corridor

 I-710 Widening

Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS

No Build Improvements