

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				
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;	<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
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;	<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
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;	<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

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	<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>

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	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 			

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<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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<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>

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	<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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<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>
<p>IV. Elements to be developed independent of the I-710 EIR/EIS</p>				
<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>				