

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

**Project Update
Clean Truck Program
TCEP Introduction
Early Action Candidates: Freeway & Arterial
TCEP Recommendation**

April 15, 2020



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THE PORT OF LOS ANGELES LA





710 Clean Truck Program



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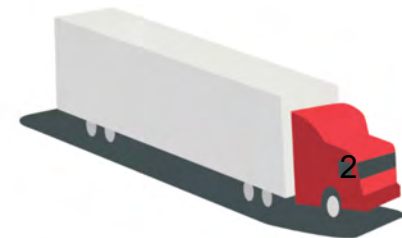
Michael Cano

Deputy Executive Officer, Goods Movement

LA Metro

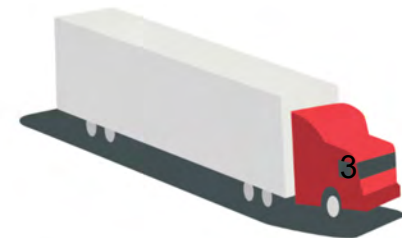
710 Project EIR: 710 Clean Truck Program

- > Fund the deployment of 4,000 Clean Emissions Trucks by 2035.
- > Technology neutral, but trucks must meet minimum requirements for ZE/NZE standards:
 - > SCAQMD/CARB zero emissions technology definitions and/or
 - > At or below NO_x standard of 0.02 grams per brake horsepower-hour (g/bhp-hr NO_x)
- > Focus is Class 8 Heavy Duty Trucks, which travel frequently on I-710:
- > Trucks must meet minimum VMT (vehicle miles travelled) requirements for travel within the I-710 Corridor for a period of ten years
- > Compliance assessed annually through a GPS-Based Automatic Vehicle Locator (AVL) or similar system



710 Project EIR: 710 Clean Truck Program

- Additional refinements are necessary to further develop the 710 Clean Truck Program:
 - Continue to secure funding (initial phase, subsequent phases).
 - Specification of funding requirements for each aspect of the Program, i.e., administration, education and outreach for applicants, clean truck incentive funds, support facilities, program compliance/enforcement.
 - Schedule for truck deployment per funding package.
 - Procedures and methods to track and record vehicle miles travelled (VMT) within the I-710 Corridor.
 - Guidelines for verification and enforcement to ensure compliance with Program requirements.
 - Identify / contract with Program Administrator.



Motion 8.1 – January 2020

Motion by Directors Hahn, Solis, Butts, Garcia and Najarian

- ✓ Directed that the 710 Clean Truck Program be developed as an Early Action Item under both the Goods Movement Strategic Plan and 710 Project
- ✓ Report back in 60 days with a framework for implementation of the 710 Clean Truck Program. Delineate the following, at a minimum:
 - Assessment of eligible Metro funding sources and recommendations for seed funding
 - Development of implementation details
 - Evaluation of potential strategies to accelerate progressive transition to ZE trucks in 710 Corridor
 - Recommendations on how to encourage participation of key regulatory agencies, stakeholders (focus on CBOs, non-profits, community advocacy groups)

710 Clean Truck Program: Potential Seed Funding

Funding Source	Amount (millions)	Available	Eligibility
Measure R	\$590	FY 2021	Eligible for all components
Measure M – Phase 1	\$250	FY 2026	Eligible for all components
Measure M – Phase 2	\$250	FY 2032	Eligible for all components
Congestion Mitigation & Air Quality (CMAQ)	Subject to Short Range Financial Forecast		Eligible for clean truck technology
Regional Surface Transportation Block Grant Program (RSTBGP)			Eligible for supporting infrastructure (i.e., charging stations)

Seed Funding Recommendation: \$50 million

- \$50 million recommendation = 4.6% funding for 710 Project in Measures R and M
- Will seek to offset Measure R with other sources listed above where possible.

Robust Stakeholder Participation

LA Metro Countywide Clean Truck Initiative Working Group Roster (as of today)

Public Agencies	Trucking Industry	Freight / Business Industry	Research / Think Tank	Utilities / State Agencies	CBO / Public Health
<ul style="list-style-type: none"> • Gateway Cities COG • South Bay Cities COG • San Gabriel Valley COG • County of Los Angeles/County Supervisors Offices • City/Mayor of LA • SCAG • Metro Board offices • Metro 	<ul style="list-style-type: none"> • California Trucking Industry • Harbor Trucking Industry • UPS • BYD Motors • Clean Energy Fuels • Cummins Westport • US Hybrid • CA Fleet Solutions • NEXT Trucking 	<ul style="list-style-type: none"> • Future Ports • Pacific Merchant Shipping Association • LA Chamber • BizFed • Ports of LA/LB • LAEDC • IBEW 	<ul style="list-style-type: none"> • LA Cleantech Incubator (LACI) • METRANS (USC / Cal State Long Beach) • CALSTART 	<ul style="list-style-type: none"> • CA Public Utilities Commission • So Cal Edison • So Cal Gas • CA Air Resources Board • CA Energy Commission • SCAQMD • CA Transportation Commission • Caltrans 	<ul style="list-style-type: none"> • California Endowment • Coalition for Environmental Health and Justice (CEHAJ) • Environmental Protection Agency • Coalition for Clean Air • Breathe LA • NRDC • Communities for a Better Environment

Equity Outreach: Meeting with Coalition for Environmental Health and Justice (CEHAJ)

- Briefed CEHAJ on development of 710 Clean Truck Program (February 2020)
- Sought input on equity issues, participation, structure of program
- Ongoing discussions – next meeting April 13, 2020

Developing the 710 Clean Truck Program

Work with the Countywide Clean Truck Initiative Working Group (CCTI) to develop and implement a regional clean truck program for LA County

Within the CCTI, focus on 710 Clean Truck Program as early action item to deliver (Phase I)

Main topics to discuss in CCTI meetings:

- Develop administrative framework to support this program
- Identification of 710 Corridor truck drivers to prioritize
- Develop mechanism for providing trucks or incentive funding
- Identify funding opportunities – state/federal/private to leverage local \$
- Assess readiness of truck technology and cost to convert
- Identify & prioritize supporting infrastructure for NZE/ZE truck technology
- Synergy with Ports of LA/LB Clean Air Action Program/Clean Truck Rate
- Recommend legislative/policy barriers or regulations to modify
- Develop and implement equity considerations

Next Steps: Smaller Focus Group discussions to facilitate “deep dives” into topics
Review of funding opportunities to leverage \$50 million
Partnership work with POLA/POLB, AQMD/MSRC, CARB, CEC
Additional Equity Freight Working Group discussions

Funding Availability: CTC estimates \$1.4 billion will be available in statewide competition over FYs 2021-23. (\$1.0 billion state / \$0.4 billion fed)

Possible Funding Share for LA County: \$500 million (based on prior success)

The Opportunity: Capacity exists for a competitive 710-focused grant application to secure up to \$100 million in funds from this TCEP cycle

The Risk: Funding will require receipt of the 710 Project ROD, but within six months of December 2020 program adoption (by June 2021)

The Opportunity Risk: LA County needs a strong 710 application to secure max funding share this cycle. 710 Project needs state funding to leverage Measure R/M \$\$\$. Funding not gained this cycle lost forever.

710 EAP: Needs state funding to leverage limited Measure \$\$\$ to maximize investment in corridor. 28x28 Initiative Project. Timely 710 TAC support for specific competitive projects will be needed to pursue funding this TCEP cycle.

Freeway Early Action Considerations

Constraints / Requirements

- Within 1st Decade Measure Funding
- Limited Relocation Impacts / Schedule Risks
- Must Have Logical Termini & Independent Utility

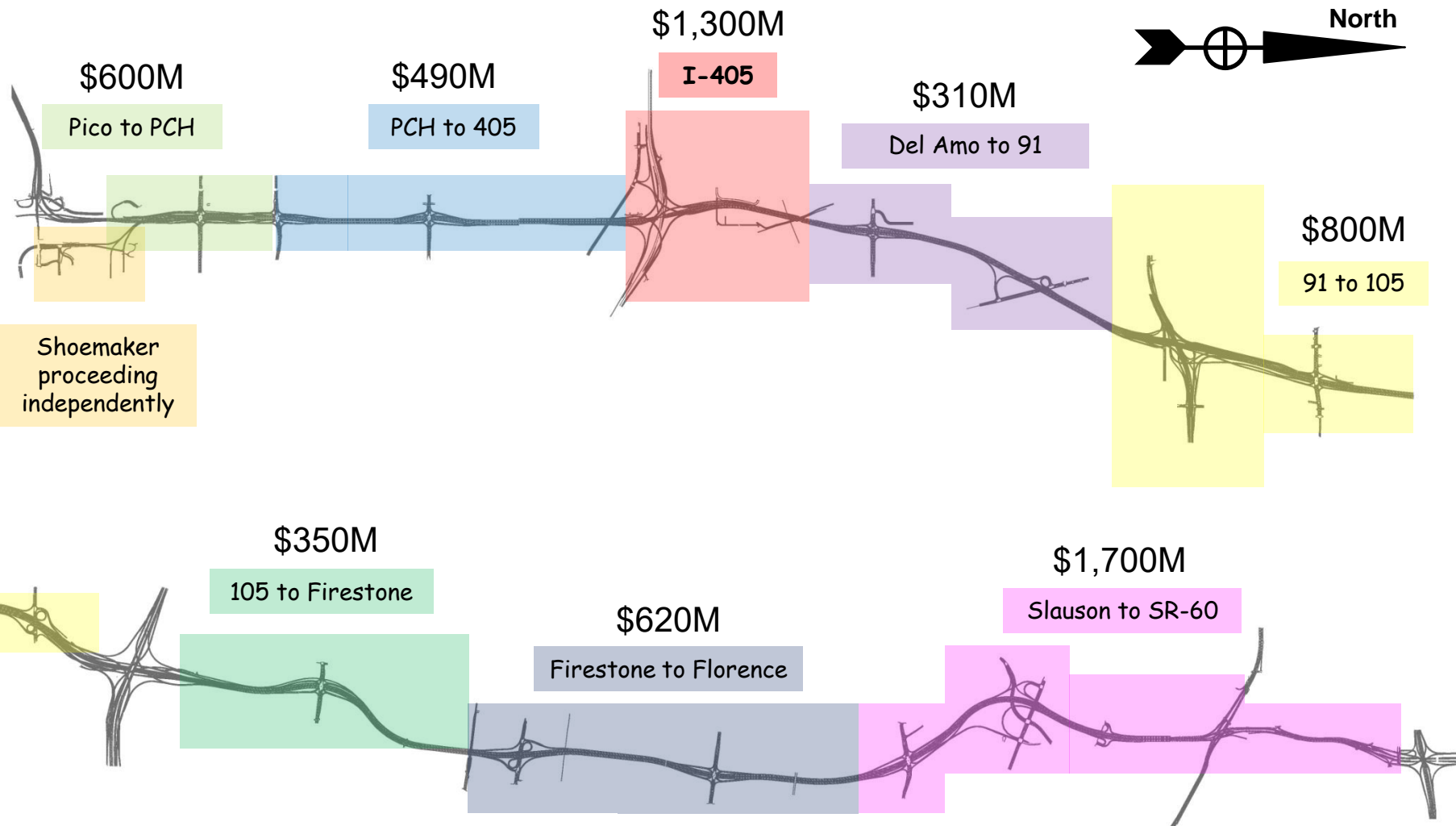
Goals

- Identify Best Value (i.e. *“Bang for the Buck”*)
- Deliver Improvements by 2028
- Leverage Funding



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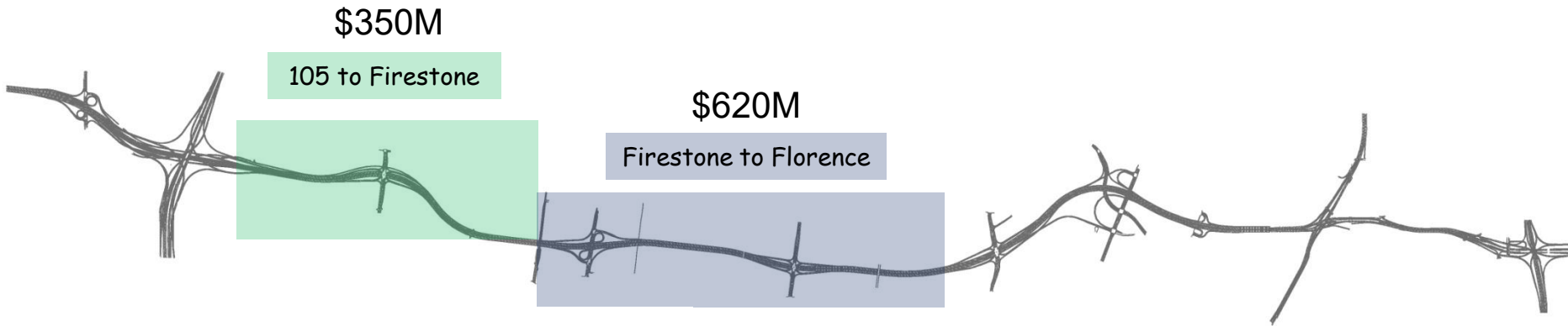
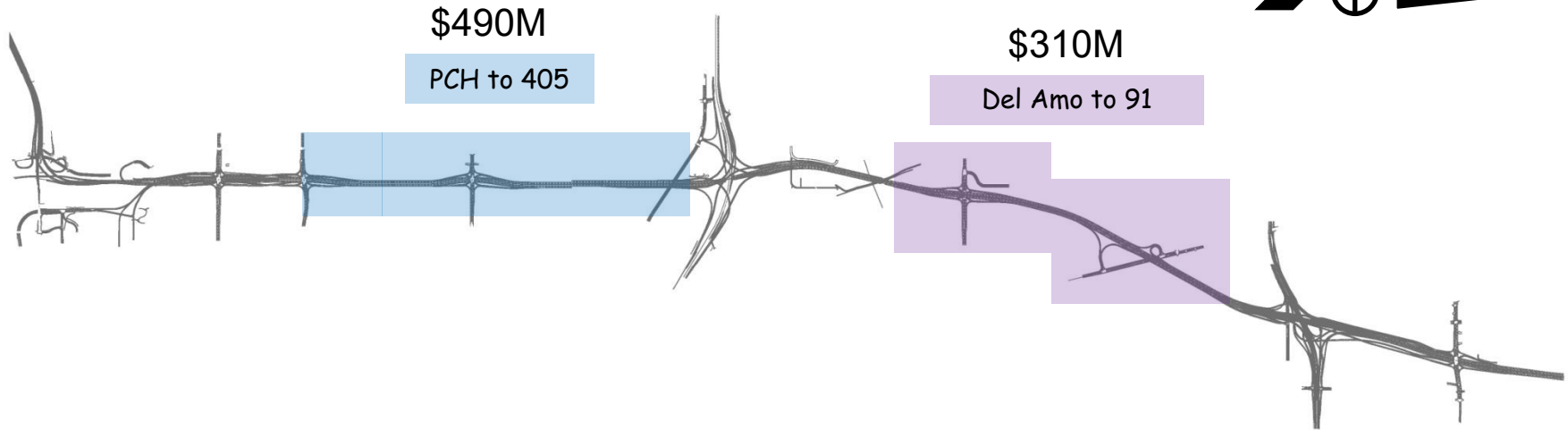
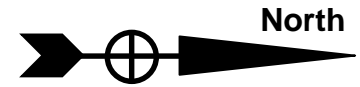
Initial Cost / Risk Screening



Segments screened out due to high cost, long schedule, and/or high project development risk

ROM Estimates (2019) are preliminary

Candidate Segments



ROM Estimates (2019) are preliminary

TCEP Evaluation Criteria

Freight System Factors

- Throughput
- Velocity
- Reliability

Transportation System Factors

- Safety
- Congestion Reduction/Mitigation
- Key Bottleneck Relief
- Multi-Modal Strategy
- Interregional Benefits
- Advanced Technology

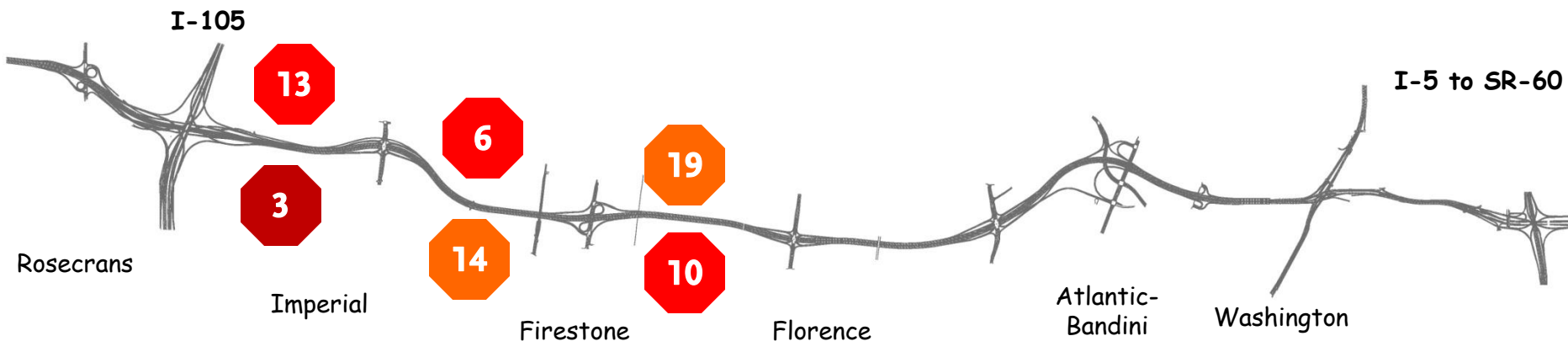
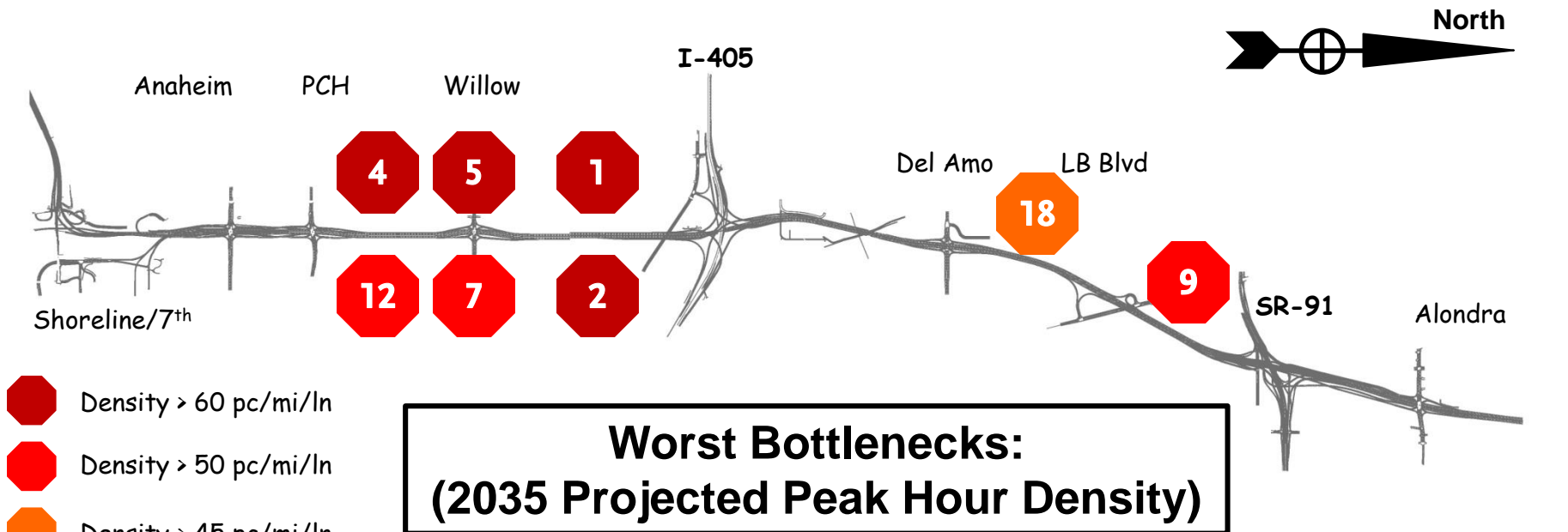
Community Impact Factors

- Air Quality Impact
- Community Impact Mitigation
- Economic/Jobs Growth

Other Factors

- Value/Contribution to Advancing State Freight Plans
- Project Readiness
- Multi-Partner Commitment
- Level of Community Based Support

Criteria Example



Preliminary Benefit / Cost Ranking



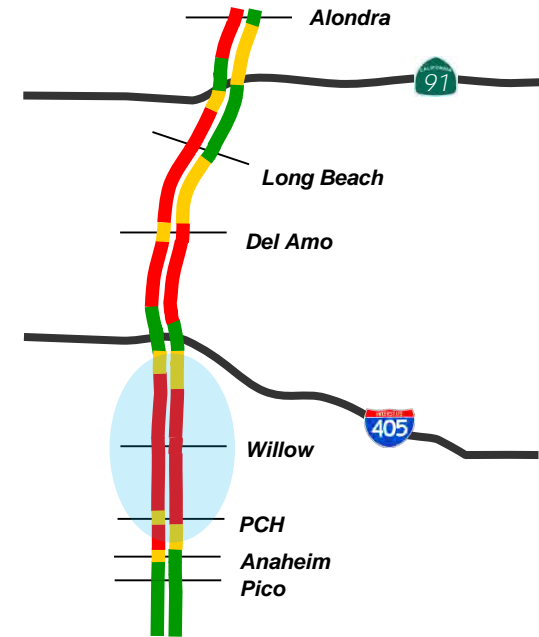
	Package Candidates	Benefit	Cost	B/C	Risk
1	PCH to 405	Highest	\$490M	High	Low
2	105 to Firestone	High	\$390M	High	Low
3	Del Amo to 91	High-Medium	\$310M	Medium	Medium
4	Firestone to Florence	Medium	\$620M	Medium	Medium

PCH to 405 Segment



Competitive Advantages for TCEP Funding

- Freight Throughput Increase: High
- Congestion Reduction: High
- Safety Improvement: High
- Key Bottleneck Relief: High
- Benefit / Cost Ratio: High



2035 Level of Service AM Peak

This Segment is among the most deficient on the I-710 Corridor



Soundwall Program (Packages 2 & 3)

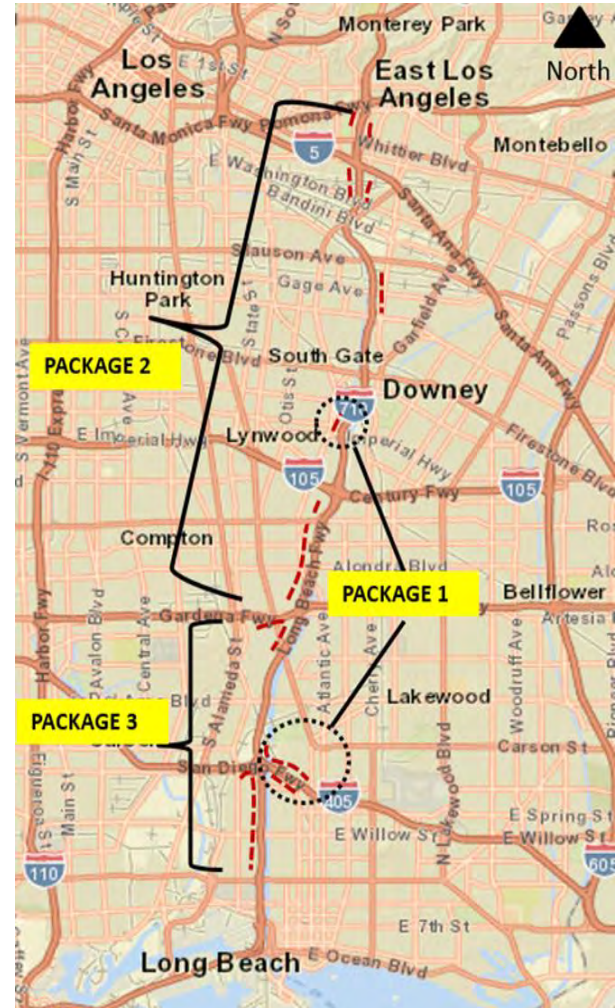


- *Package 2 (North of SR-91)*
 - *New SW: 2,713 LF*
 - *Aesthetically Treated: 2,659 LF*
 - *Construction estimate: \$8 million*
 - *Anticipated Start date: Summer 2021*
- *Package 3 (South of SR-91)*
 - *New SW: 13,776 LF*
 - *Retrofit SW: 4,131 LF*
 - *Aesthetically Treated: 4,750 LF*
 - *Construction estimate: \$45 Million*
 - *Anticipated start date: Fall 2021*

Total

New Soundwall – 4.6 Miles

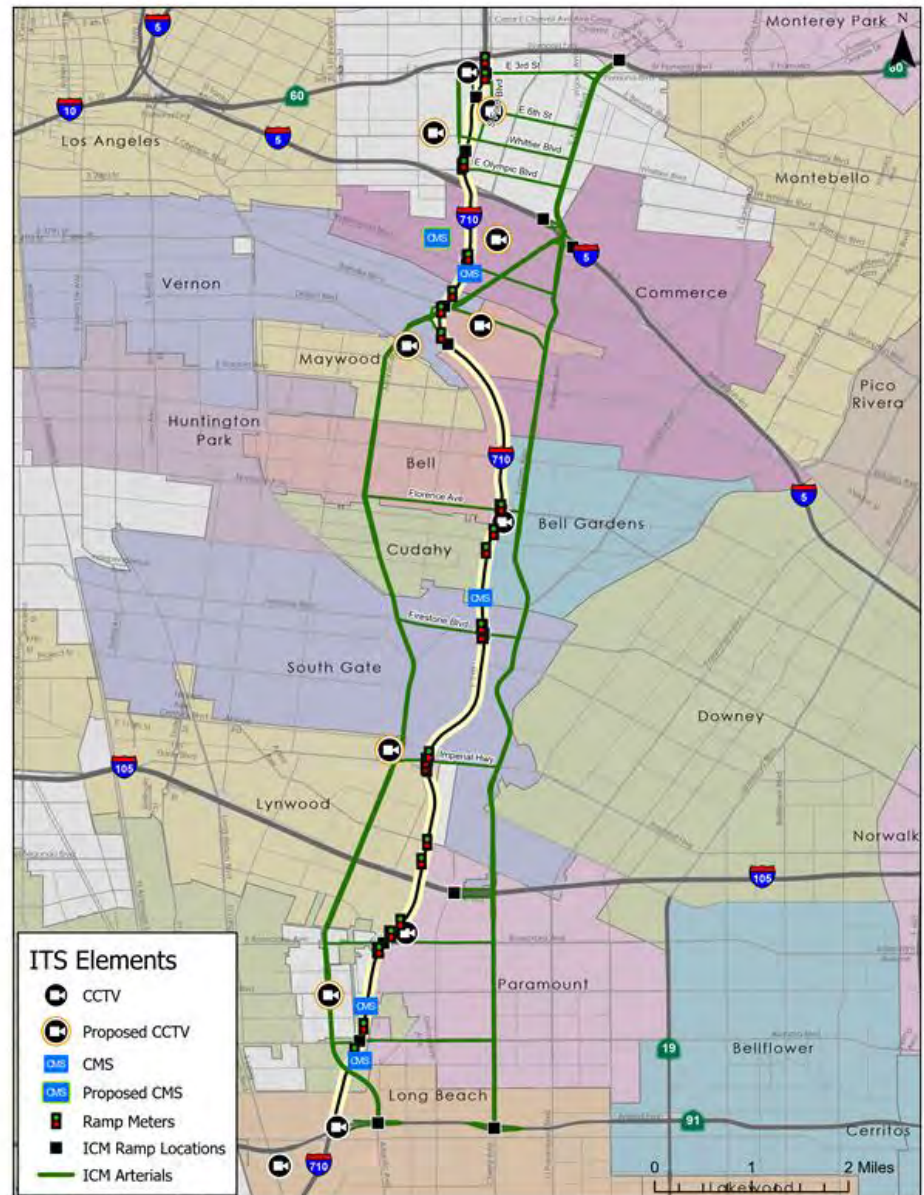
Aesthetically Treat Existing Soundwall – 7.1 Miles



Integrated Corridor Management (ICM)



ICM is an approach to improving transportation by integrating various networks together, so that partner agencies can manage the transportation corridor as a unified multi-modal system during non-recurring conditions.



ICM Project Description



- Bridge the gap between local agency systems and Caltrans in coordinating strategies to respond to major traffic incidents and non-recurrent congestion.
- Leverage existing systems deployed to date and recommend any necessary improvements to integrate local arterials and the I-710 freeway.
 - detection, traffic signal equipment upgrades, communications, traffic management centers, traffic control system, changeable message signs, dynamic ramp metering
- Costs
 - Design (PS&E): \$7,000,000
 - Implementation (Capital): \$30,000,000 (estimated)

Itemized TCEP Application Concept



	Component	Design	Const	Measure	TCEP
A	Clean Truck Program	\$TBD	\$TBD	\$10	\$15
B	Freeway Program	\$50	\$0	\$22	\$28
C	Soundwall Program	\$12	\$53	\$23	\$30
D	Arterial Program/ Freeway ITS	\$7	\$30	\$12	\$18
	TOTALS	\$69	\$103	\$77	\$91

Measure R I-710 South/EAP Freeway Funding

Project Title	Committed	Spent to Date	Est. Project Cost ^{3,4}
<i>I-710 Corridor Project EIR/EIS</i>			
I-710 EIR-EIS (Enviro/Outreach) ¹	\$40,496	\$33,321	\$5,900,000
I-710 Utility Studies	\$25,046	\$17,963	
3rd Party Support (SCE, USACE)	\$5,223	\$4,743	
Gateway Cities I-710 EIR-EIS Review ²	\$1,306	\$724	
<i>I-710 Early Action Project (EAP)s</i>			
I-710 Soundwalls EAPs (PA&ED & PS&E & Construction)	\$72,917	\$12,841	\$74,250
I-710 Freeway EAPs (Shoemaker Bridge, Firestone On-Ramp/Bridge)	\$12,450	\$6,924	TBD
I-710/5 PSR-PDS	\$600	\$595	N/A
TOTAL COMMITTED	\$158,038	\$77,112	\$5,974,250
TOTAL FREEWAY FUNDS	\$430,000		
TOTAL REMAINING FUNDS	\$271,962		

In Millions (\$000s)

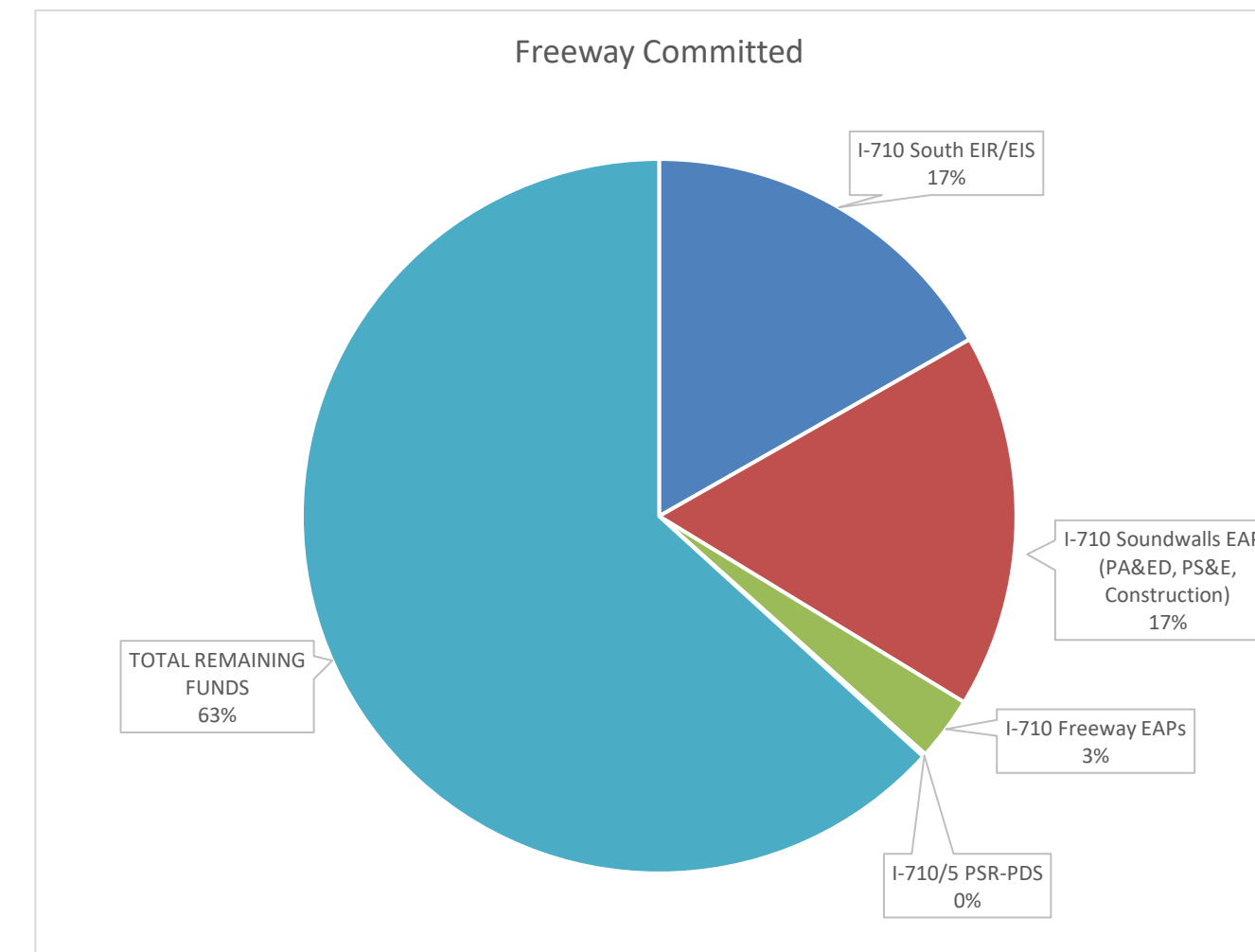
¹ Committed Measure R funds only.

² Total committed for Gateway Cities I-710 EIR-EIS Review includes funds that may have lapsed already.

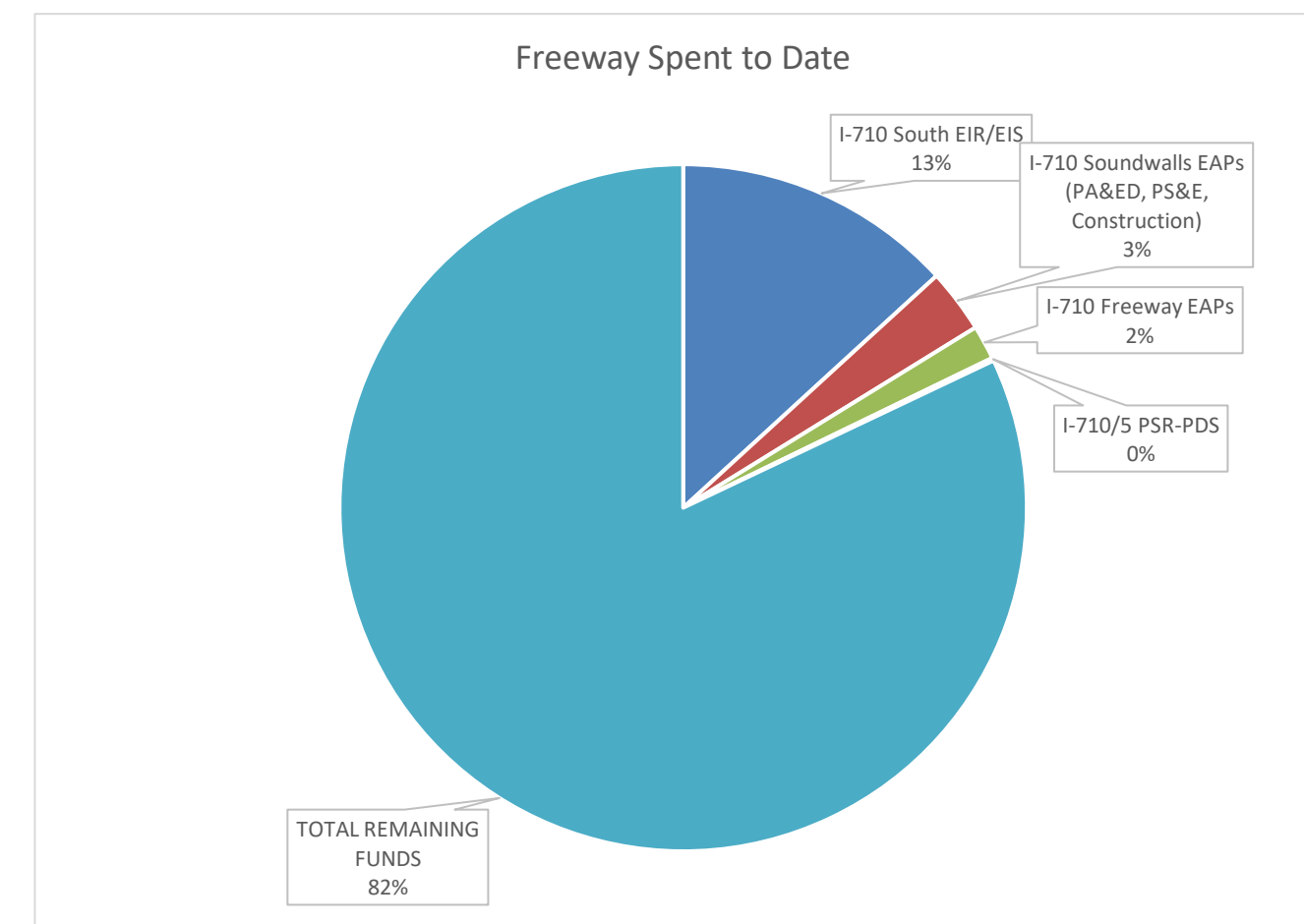
³ Includes construction cost (if applicable) & may include additional funding sources.

⁴ Full funding is not committed unless otherwise stated.

Project Title	Committed	Spent to Date
I-710 South EIR/EIS	\$72,071	\$56,751
I-710 Soundwalls EAPs (PA&ED, PS&E, Construction)	\$72,917	\$12,921
I-710 Freeway EAPs	\$12,450	\$6,924
I-710/5 PSR-PDS	\$595	\$595
TOTAL REMAINING FUNDS	\$271,967	\$352,809
TOTAL COMMITTED	\$158,033	\$77,191
TOTAL FREEWAY FUNDS	\$430,000	



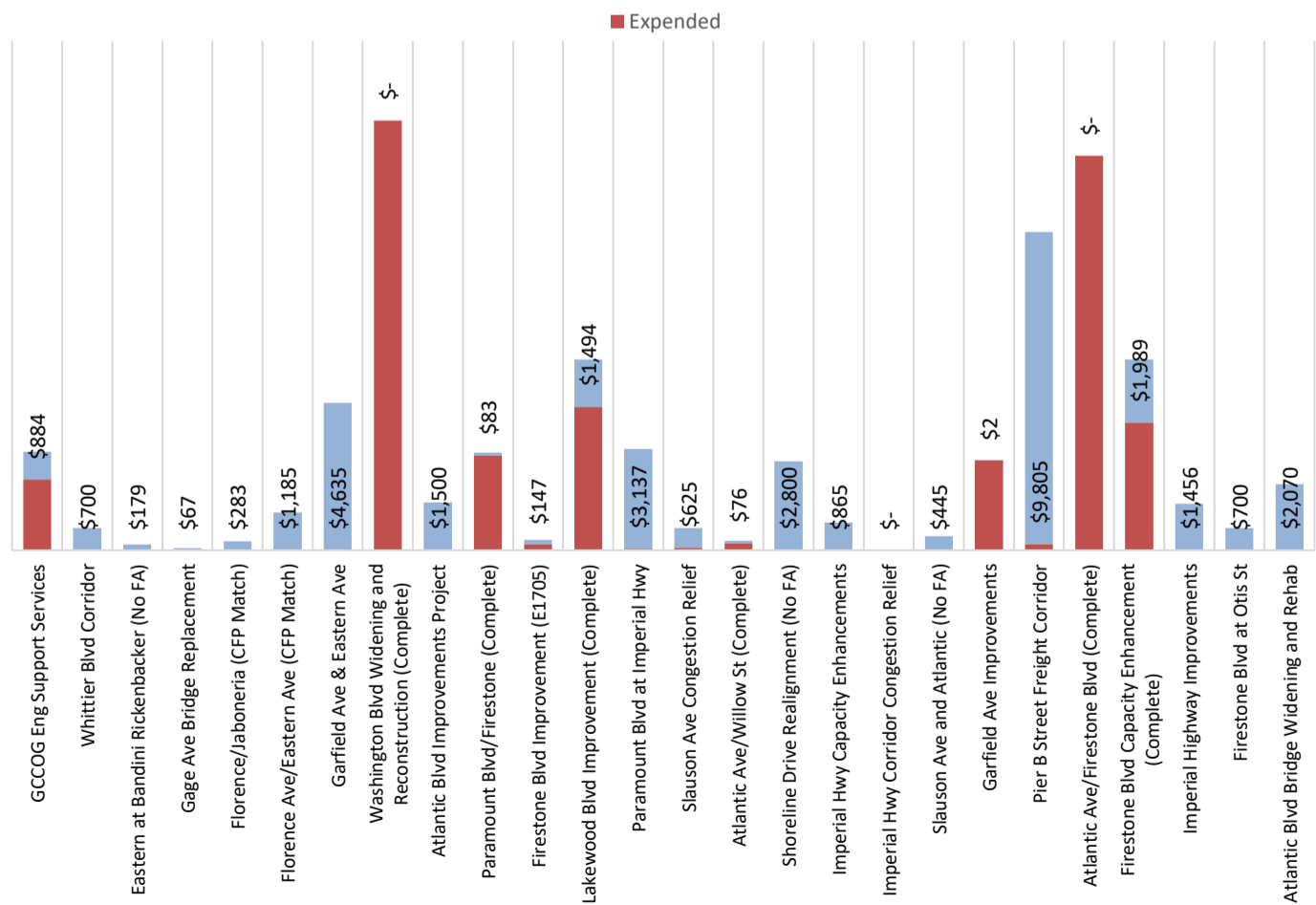
Freeway Breakdown		Contract Value	
I-710 Corridor EIR/EIS	I-710 EIR-EIS (Enviro/Outreach)	URS + MIG	\$40,496.00
		MIG	\$3,809.00
	I-710 Utility Studies (Support to EIR/EIS)	I-170 Utility Study North	\$8,159.00
		I-710 Utility Study South	\$8,098.00
		I-170 Utility Study Central	\$6,046.00
	3rd Party Support (SCE, USACE)	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA	\$3,500.00
Third Party Support Services for I-710 Corridor Project (So Cal Edison)		\$1,623.00	
Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		\$100.00	
Gateway Cities I-710 EIR-EIS Review		LA County	\$157.00
		Bell	\$136.00
		Commerce	\$75.00
		Compton	\$35.31
		Downey	\$120.00
		Huntington Park	\$15.00
		Lynwood	\$20.00
		Maywood	\$65.00
		Paramount	\$130.00
		South Gate	\$184.50
		Vernon	\$70.20
I-710 Soundwalls EAPs (PA&ED & PS&E)		Soundwall Design Package 1	\$2,161.90
		Soundwall Design Package 2	\$2,551.00
		Soundwall Design Package 3	\$5,271.00
		Package1 ROW & Construction	\$8,900.00
		Package 2 ROW & Construction	\$4,948.00
		Package 3 ROW & Construction	\$45,000.00
		Feasability Study	\$3,509.00
I-710 Freeway EAPs		Shoemaker Bridge Replacement Project	\$11,000.00
		Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway	\$1,450.00
I-710/5 PSR-PDS			\$595.00



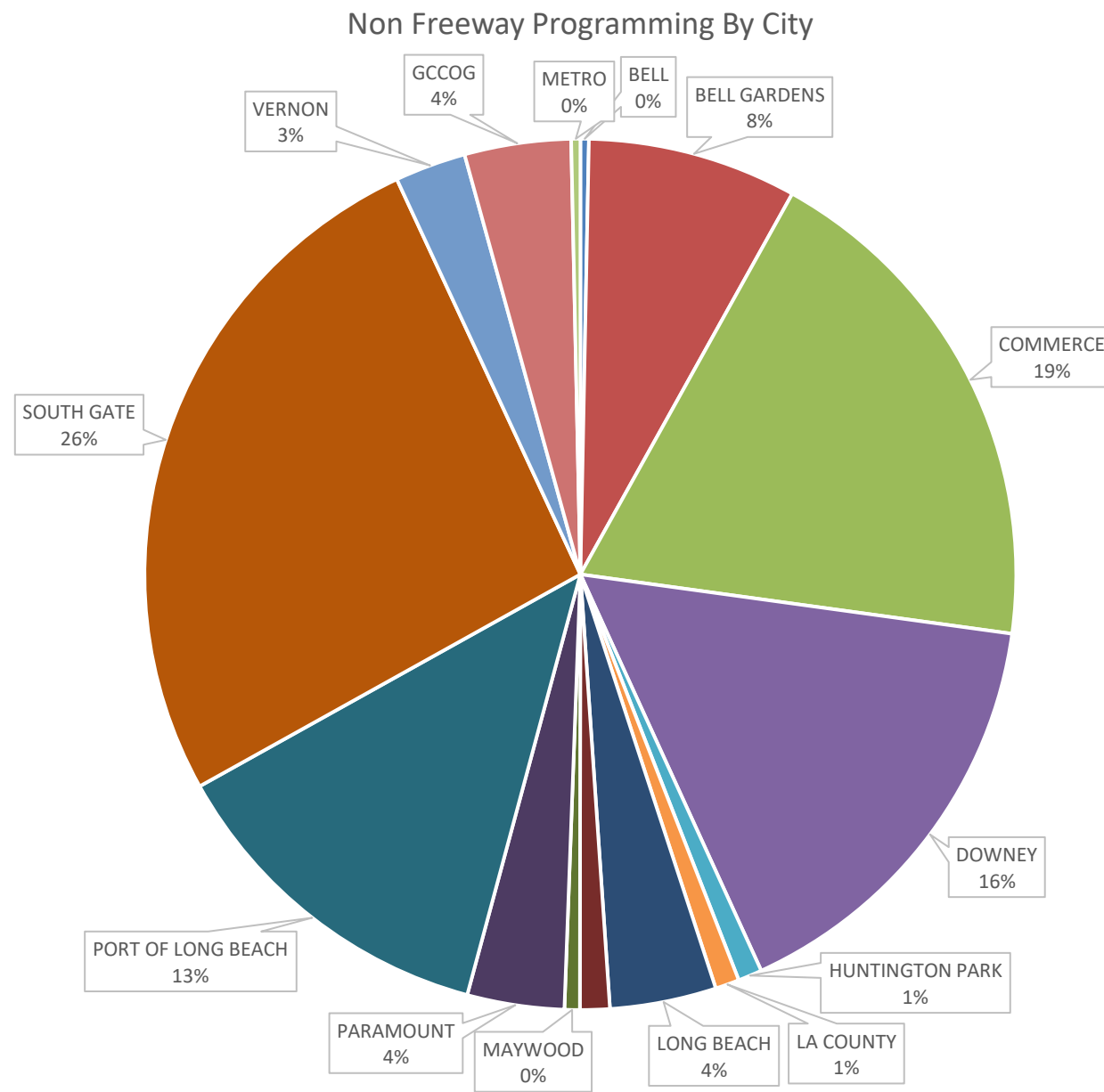
I-710 Early Action Projects (NON-FREEWAY) - Project Budget and Work Progress Summary (\$000s)

Jurisdiction	Project No.	Project	Programmed	Expended	Remaining
GCCOG	MOU.306.03	GCCOG Eng Support Services	\$ 3,100	\$ 2,216	\$ 884
LA County	MR306.01	Whittier Blvd Corridor	\$ 700	\$ -	\$ 700
Bell	MR306.37	Eastern at Bandini Rickenbacker (No FA)	\$ 179	\$ -	\$ 179
Bell	MR306.44	Gage Ave Bridge Replacement	\$ 67	\$ -	\$ 67
Bell Gardens	F9111	Florence/Jaboneria (CFP Match)	\$ 283	\$ -	\$ 283
Bell Gardens	MR306.30/F7120	Florence Ave/Eastern Ave (CFP Match)	\$ 1,185	\$ -	\$ 1,185
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave	\$ 4,635	\$ -	\$ 4,635
Commerce	MR306.23	Washington Blvd Widening and Reconstruction (Complete)	\$ 13,500	\$ 13,500	\$ -
Commerce	MR306.45	Atlantic Blvd Improvements Project	\$ 1,500	\$ -	\$ 1,500
Downey	MR306.20	Paramount Blvd/Firestone (Complete)	\$ 3,069	\$ 2,986	\$ 83
Downey	MR306.42/E1705	Firestone Blvd Improvement (E1705)	\$ 323	\$ 176	\$ 147
Downey	MR306.31	Lakewood Blvd Improvement (Complete)	\$ 6,000	\$ 4,506	\$ 1,494
Downey	MR306.49	Paramount Blvd at Imperial Hwy	\$ 3,185	\$ 48	\$ 3,137
Huntington Park	MR306.53	Slauson Ave Congestion Relief	\$ 700	\$ 75	\$ 625
Long Beach	MR306.22	Atlantic Ave/Willow St (Complete)	\$ 300	\$ 224	\$ 76
Long Beach	MR306.60	Shoreline Drive Realignment (No FA)	\$ 2,800	\$ -	\$ 2,800
Lynwood (Metro)	MR306.59	Imperial Hwy Capacity Enhancements	\$ 865	\$ -	\$ 865
Lynwood (Metro)	MR306.54	Imperial Hwy Corridor Congestion Relief	\$ -	\$ -	\$ -
Maywood	MR306.56	Slauson Ave and Atlantic (No FA)	\$ 445	\$ -	\$ 445
Paramount	MR306.32	Garfield Ave Improvements	\$ 2,825	\$ 2,823	\$ 2
Port of Long Beach	MR306.55	Pier B Street Freight Corridor	\$ 10,000	\$ 195	\$ 9,805
South Gate	MR306.17	Atlantic Ave/Firestone Blvd (Complete)	\$ 12,400	\$ 12,400	\$ -
South Gate	MR306.33	Firestone Blvd Capacity Enhancement (Complete)	\$ 6,000	\$ 4,011	\$ 1,989
South Gate	MR306.57	Imperial Highway Improvements	\$ 1,456	\$ -	\$ 1,456
South Gate	MR306.58	Firestone Blvd at Otis St	\$ 700	\$ -	\$ 700
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehab	\$ 2,070	\$ -	\$ 2,070

TOTAL PROGRAMMED (\$000s)	\$ 78,552
TOTAL NONFREEWAY (\$000s)	\$ 160,000
REMAINING TO BE PROGRAMMED (\$000s)	\$ 81,448



Measure R I-710 South/EAP Nonfreeway Funding



CITY	PROGRAMMED (000s)
BELL	\$245
BELL GARDENS	\$6,103
COMMERCE	\$15,000
DOWNEY	\$12,577
HUNTINGTON PARK	\$700
LA COUNTY	\$700
LONG BEACH	\$3,100
LYNWOOD	\$865
MAYWOOD	\$445
PARAMOUNT	\$2,825
PORT OF LONG BEACH	\$10,000
SOUTH GATE	\$20,556
VERNON	\$2,070
GCCOG	\$3,100
METRO	\$265
CARSON	\$0
COMPTON	\$0
CUDAHY	\$0
SIGNAL HILL	\$0
TOTAL PROGRAMMED	\$ 78,551.55
TOTAL NONFREEWAY	\$ 160,000.00
TOTAL REMAINING	\$ 81,448.45



1


PARAMOUNT
The City

Overview

- Project Location and Need
- Project Description
- Project Phases
- Funding Criteria
- Summary
- Questions & Answers

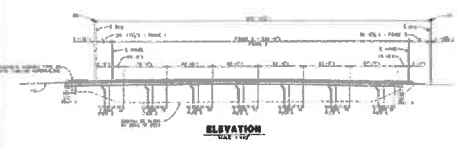

The map shows the project location in Paramount, CA, near the LA River. Key landmarks include the Rosecrans Bridge, Paramount Drive-In Theatre, and various parks and schools. The map is color-coded to show project limits and surrounding areas like Norton, Hilldale, Clearwater, and Hamilton.

2




Project Location and Need

- 0.1-mile east of the Long Beach Freeway (I-710)
- Existing 2 bridge structures needing retrofit
- Bridge structures are on the NHS and Federal-Aid Highway System

CITY OF PARAMOUNT	DATE	BY	CHECKED
ROSECRANS AVENUE			
BRIDGE RETROFIT			
GENERAL PLAN			


3



Project Description

- Retrofit of 2 bridge structures (WB & EB) on Rosecrans Avenue over the LA River
- Project includes
 - Conceptual Design, Environmental Clearance
 - Design
 - Construction


4



Project Phases

- **Initial Phase: Final Rehabilitation Scoping**
 - Task 1 – Project Management
 - Task 2 – Data Research & Collection
 - Task 3 – Environmental Studies, Document, and Permits
- **Right of Way Phase**
 - Task 3A – Right of Way Acquisition (If Needed)
- **Final Design Phase**
 - Task 4 – Submittal of 60% Plans, Specifications Estimate (PS&E)
 - Task 5 – Submittal of 90% PS&E
 - Task 6 – Submittal of 100% PS&E
- **Construction Phase**
 - Task 7 – Construction Support Services

5




Funding Criteria

1) Is the initial project consistent with the I-710 Alternatives as currently defined? How is the project consistent (provide details)?

- Yes, it is consistent
- The project is located less than 1,000 feet from the I-710 Freeway

6




Funding Criteria

2) Can the initial project stand alone by itself? Does it have independent utility? Can it be built consistent with existing and ultimate conditions in the I-710 corridor?

- Yes, the proposed project is needed to improve current traffic conditions
- Independent Utility
 - Beneficial to City regardless of the I-710 improvements
 - Will mitigate existing traffic deficiencies on the bridges

7



Funding Criteria


3) Are there any costs that could be "lost" to make the project consistent with the potential ultimate configuration? If so, how much? Is the initial project consistent with the I-710 Alternatives as currently defined? How is the project consistent (provide details)?

- No lost cost
- Consistent with mitigation recommended for all Alternatives considered to date

4) What are the "risk" costs estimated to be associated with building the project early if the I-710 corridor design changes as currently proposed?

- No "risk" cost because the improvement will benefit the communities regardless of the I-710 corridor design.

8



Funding Criteria


5) What clearance(s) does this initial project already have (or will have)? What is the status of the clearance(s)?

- Initial project does not have any clearances yet.
 - Project scoped to conduct preliminary engineering and EIR for environmental clearance

6) Is there local support (or opposition) for this initial project? Is this project a local priority?

- Yes, high priority to the City
- No known opposition

9



Funding Criteria


7) What funding is being requested? What is the time frame for that funding request? Are there any existing funds, potential funding or matching funds (identify sources or potential sources)? Is the project consistent with the funding programmed for I-710 Early Action?

Funding Request

Activity	Costs
Preliminary Engineering	\$ 100,000
Environmental Clearance	\$ 50,000
Design	\$ 400,000
ROW Acquisition	\$ -
City Administration	\$ 250,000
Total Cost	\$ 800,000

- The funding request is for the Local Match Portion of the Caltrans Approved Highway Bridge Retrofit Project (HBRP) for Rosecrans Avenue Bridges over the LA River. Caltrans has obligated 88.8% for Preliminary Engineering, Final Design, and Environmental Clearance

10



Funding Criteria


8) What is the schedule for this potential initial early action project?

Activity	Schedule
Obtain Funding	Spring 2020
Preliminary Engineering and Environmental	Summer 2020- Spring 2021
Final Design	February 2020- March 2022
ROW Acquisition (If Needed)	2022
Construction Begins	2023 at the earliest

9) Is there any other information that should be presented?

- Design is flexible to meet planning, zoning, complete and "Green Street" requirements

11



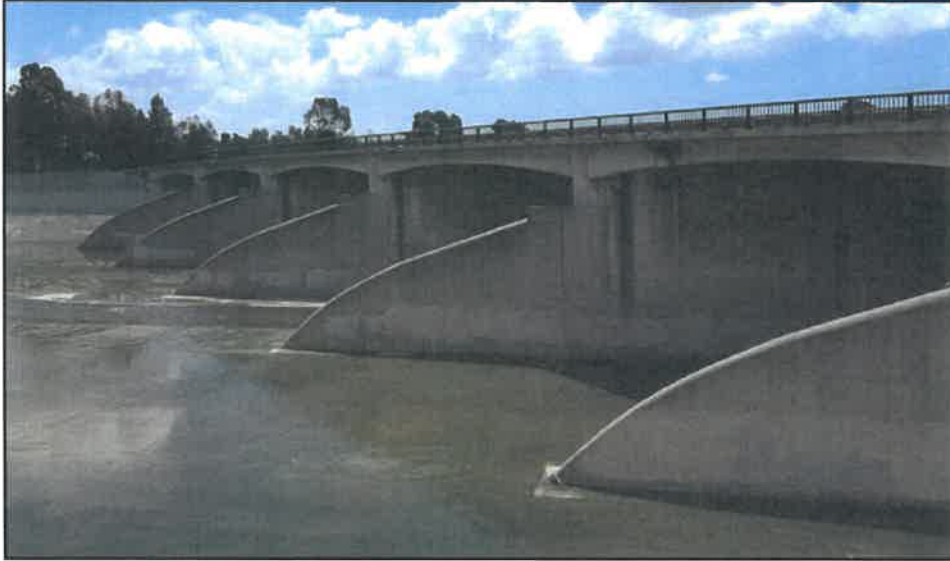
Summary

- Consistent with I-710 Project Goals and State Highway Bridge Standard
- Improves existing traffic deficiency on the bridges
 - Level of Service
- Funding requested for Preliminary Final Design and Environmental Clearance

12



Questions and Answers



13