



Legislation Text

File #: 20-0338, **Version:** 1

Recommendation to receive the supporting documentation into the record, conclude the public hearing, and adopt resolution approving and certifying Environmental Impact Report (EIR 01-20)/ Environmental Assessment No. 273000, making certain California Environmental Quality Act (CEQA) Findings and Determinations relative thereto; and

Adopting a Mitigation Monitoring and Reporting Program (Environmental Commitments), as set forth in said Resolution, in accordance with those measures as set forth in EIR 01-20; for the Shoemaker Bridge Replacement Project (State Clearinghouse No. 2016041007). (Districts 1,2)

The existing Shoemaker Bridge was built in 1954 and has structural and operational deficiencies. The Shoemaker Bridge Replacement Project (Project) replaces the existing bridge to improve its safety and operation. The Project will serve as an important connection between Downtown Long Beach and the Interstate-710 (I-710) freeway. In addition to the bridge, the Project includes realignment of local streets to create 3.95 acres of new functional park space, and improves bike and trail connectivity to the Los Angeles River. The Project is an early action project (EAP) of the I-710 Corridor Project and is compatible with the planned freeway improvements.

In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), an Environmental Impact Report/Environmental Assessment (EIR/EA) with a Finding of No Significant Impact (FONSI) was prepared (State Clearinghouse No. 2016041007) (Attachment A). The Shoemaker Bridge is currently under the jurisdiction of the City of Long Beach (City), and the City serves as the lead agency under CEQA. The new Shoemaker Bridge would require federal funding and would be transferred to Caltrans for future ownership and maintenance; therefore, Caltrans serves as a responsible agency under CEQA, as well as the lead agency under NEPA.

On April 1, 2016, the Notice of Preparation (NOP) was released for public review. The information was published in the Long Beach Press-Telegram, filed with the Los Angeles County Clerk-Recorder and provided to over 13,000 interested parties and agencies. A public scoping meeting was held on April 13, 2016. Twelve comments were received from federal, state, and regional/county agencies, and 22 comment letters were received from the public. A copy of the NOP and the comments received are contained within the Final EIR.

The following environmental topics were analyzed in the EIR: aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water

quality, land use and planning, mineral resources, noise and vibration, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities/service systems, and wildfire.

On September 27, 2019, the Draft EIR was circulated for a statutory 45-day public review period starting on September 27, 2019 and ending on November 12, 2019. A public hearing was held on Thursday, October 17, 2019. Responses to all comments are contained within the Final EIR. Mitigation measures have been incorporated into the Project, which will mitigate or avoid any potential significant environmental effects identified in the EIR. Complete findings related to adoption of the CEQA document are attached (Exhibit A to the Resolution).

Three design alternatives and two design options were evaluated as part of the proposed Project. Caltrans, as lead agency under NEPA, working with the City, identified Alternative 3 (Design Option A) as the Preferred Alternative (Attachment B). This alternative includes complete removal of the existing bridge and construction of the new bridge with a roundabout on the eastern end. Local roadway improvements are planned at the Project limits to enhance traffic operations, safety, and active transportation connections within the area.

Approval of the Final EIR/EA by Caltrans is anticipated in Spring 2020.

This matter was reviewed by Assistant City Attorney Michael J. Mais on April 1, 2020 and Revenue Management Officer Geraldine Alejo on April 6, 2020.

STATEMENT OF URGENCY

City Council action is requested on April 21, 2020 to meet strict California Transportation Commission (CTC) allocation deadlines. Currently, \$14 million in State Transportation Improvement Program (STIP) funds for the project are at risk and will lapse if the document is not certified by April 30, 2020.

City Council action is requested on April 21, 2020, to ensure timely completion of the Final EIR documents.

The recommendation provides the necessary environmental and planning approvals to construct the proposed Project. Although the recommendation does not commit the City to expend any funds for the construction of the proposed Project, it will allow the City to submit an allocation request for \$14,000,000 in Measure R funding from the California Transportation Commission (CTC) to fund the Project's design. If funding is approved by the CTC, the Public Works Department will return to the City Council with a request to accept and appropriate the funds. This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. There is no local job impact associated with this recommendation.

Approve recommendation.

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CRAIG A. BECK
DIRECTOR OF PUBLIC WORKS

APPROVED:

THOMAS B. MODICA
ACTING CITY MANAGER