CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

NEW BUSINESS DISCUSSION:	March 9, 2010
SUBJECT:	I-710 Corridor Project Presentation
APPLICANT:	City of Carson Planning Division URS Engineering
LOCATION:	I-710 Freeway Corridor

COMMISSION ACTION

_____ Concurred with staff

_____ Did not concur with staff

_____ Other

COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Chairman Faletogo			**Graber**
		Vice-Chair Saenz			**Park**
		Brimmer			**Schaefer**
		Diaz			**Verrett**
		Gordon			

Item No. 12-A

I. Introduction

URS Engineering will make a presentation on the status of the I-710 Corridor Project and how it may impact the Carson community.

II. Background

As a result of population growth, increased cargo container volumes and an aging infrastructure, the I-710 Freeway is experiencing serious congestion and safety issues. To address this concern Metro completed the Major Corridor Study in March of 2005 that analyzed congestion and mobility along the corridor in order to develop transportation solutions that preserve and enhance the quality of life of surrounding neighborhoods and communities.

Metro is now conducting an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to analyze the range of possible improvement alternatives for the I-710 corridor. The environmental reports will study 18 miles of the I-710 Freeway between the Ports of Long Beach and Los Angeles and the Pomona Freeway (SR-60). Metro project objectives were shaped by stakeholders along the I-710 corridor and include transportation alternatives that will:

- Improve air quality
- Improve mobility, congestion and safety
- Assess alternative, green goods movement technologies

The completion of the Draft I-710 Corridor Project EIS/EIR is scheduled for the fall of 2010. The completion of the Final EIS/EIR would be in the fall of 2011.

III. Recommendation

That the Planning Commission:

RECEIVE and FILE.

IV. Exhibits

1. I-710 Corridor Background Information

Prepared by: _____
Zak Gonzalez II, Planner

Reviewed by: _____
John F. Signo, AICP, Senior Planner

Approved by: _____
Sheri Repp, Planning Officer

Mobility. Environment. Community. Economy. Technology.

Corridor Connections

I-710 corridor project EIR/EIS news

JANUARY 2010

Community Participation in Brief

The community participation framework for the I-710 Corridor Project EIR/EIS encourages corridor communities to stay informed about the project and to provide input throughout the process. Your participation is encouraged! For more information, please visit metro.net/710eir or contact Devon Cichoski, Metro Constituent Program Manager, at 213.922.4710 or 710eir@metro.net.

Local Advisory Committees (LACs)

LACs represent the perspectives of residents and business owners from communities along the I-710 corridor. LACs met in October and November of 2009 to review and discuss the following topics: *

- Environmental Studies
- Community Profiles
- Freeway Geometric Design of I-710 Improvement Alternatives
- Early Action Projects

* *See feature article for more detail on LAC activity*

Subject Working Groups (SWGs)

These open participation groups delve more deeply into transportation, community design, and environmental issues, and are made up of representatives from the LACs as well as other appointees with subject matter interest and expertise.

Environmental SWG

The ESWG met in October 2009 to finalize their recommendations related to:

- Air Quality Significance Thresholds
- Air Quality/Health Risk Assessment of Impacts of Freeway Construction
- Near-Source Modeling of projected Freeway Air Emissions

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An Active End-of-Year for the Local Advisory Committees

The last quarter of 2009 was a productive one for the I-710 Corridor Project EIR/EIS Local Advisory Committees (LACs). LACs play an important role in the process and represent many of the cities and unincorporated county areas along the I-710 corridor. Members, who are appointed by their respective City Council or Los Angeles County Supervisor, offer their perspectives as residents and business owners of their respective communities.

The project's technical progress is strengthened by feedback from local communities, and LAC participation has been an invaluable source of community input to the technical proceedings of the project.

In a round of LAC meetings that began with Commerce in late October and concluded with Carson in November, each LAC reviewed their respective Community Profiles, commented on their local sets of refined highway designs (geometrics), and shared ideas for potential Early Action Projects in their communities.

Community Profiles: Community Profiles are an essential component of the Community Impact Assessment (CIA), which is one of the environmental studies that supports the I-710 Corridor Project EIR/EIS. Each Community Profile includes information about the community's history, demographics and community facilities. Community Profiles also summarize each community's project-related issues of concern. LACs reviewed their respective Community Profiles and provided feedback to the environmental team.

The Carson LAC reviews local geometric plans

Geometrics: In early 2009, LACs were invited to review and provide input on the first set of highway geometric designs—the preliminary designs for the I-710 freeway improvement alternatives. The engineering team worked over the summer to incorporate the first round of LAC comments and presented the refined geometric designs to the LACs in this recent round of meetings. Overall, LACs were pleased with the way the refined geometrics addressed their original comments. In addition to LAC and City feedback, the traffic projections are being used to revise the project's refined geometrics. The environmental benefits and impacts of the final geometrics will be studied in the EIR/EIS.

Early Action Projects: Through Measure R, the half-cent sales tax approved by Los Angeles County voters in November 2008, Metro has secured approximately $590 million for implementing Early Action Projects in the I-710 corridor. Early Action Projects are improvements that can be carried out before the larger I-710 Corridor Project is built (if a build alternative is selected via the environmental process).

(continued on back)

Community Participation in Brief *(cont.)*

Transportation & Transit SWG

The TSWG met in October 2009 to hear presentations on:

- How traffic modeling informs highway design
- Updated Port cargo forecasts
- Providing power supply for proposed zero-emissions goods movement technologies

Community Design & Local Economy SWG

The CSWG met in November 2009 to review and discuss:

- Draft guiding principles for design elements in the corridor
- Key views for the Visual Impact Assessment (VIA) of project alternatives

Corridor Advisory Committee (CAC)

The CAC is comprised of the Chairs of each LAC and the TAC, and other appointees representing corridor-wide interests. The CAC has met monthly since September 2009 to review topics discussed at LAC, SWG, and TAC meetings. CAC highlights include:

- Made recommendations to the Project Committee related to significance thresholds, construction impacts, near-source modeling, and health impact assessment.*
- Heard presentations on traffic forecasting, Visual Impact Assessment, water-related studies, and utilities impacts.

**See callout box on Community Recommendations*

Upcoming Meetings

- **Environmental SWG**
  Feb. 11, Dominguez Community Ctr., Carson
  6:00 p.m.
- **Transportation SWG**
  Feb. 24, Gateway Cities COG, 6:00 p.m.
- **Community Design & Local Economy SWG**
  Mar. 11, Gateway Cities COG, 3:00 p.m.

Active Local Advisory Committees *(cont.)*

Examples of potential projects include soundwalls to reduce noise impacts or ramp modifications to improve safety and alleviate congestion. Early Action Projects must satisfy certain criteria, such as providing benefit when considered by themselves (independent of the larger I-710 Corridor Project). Early Action Projects also must not bias the selection of a preferred alternative in the EIR/EIS process. LACs have been asked for their help in identifying potential Early Action Projects in their communities, and can continue to submit project ideas in 2010.

For more information, please visit metro.net/710eir *or contact us at 213.922.4710 or* 710eir@.metro.net.

Update on Advisory Committee Recommendations

On October 29, 2009, the I-710 Corridor Advisory Committee (CAC) presented recommendations to the Project Committee (PC) related to four topic areas. Below is a summary of outcomes that followed from the CAC's recommendations.

Significance Thresholds: The PC concurred with the CAC's recommendation to use the Southern California Air Quality Management District's (SCAQMD's) significance thresholds in the Air Quality/Health Risk Assessment (AQ/HRA) for the I-710 EIR/EIS. The project's technical consultants are moving forward with the AQ/HRA and will use SCAQMD's thresholds in evaluating the significance of air quality impacts in the EIR/EIS.

Construction Impacts: The CAC recommended that the health risk assessment for the project address construction-related air quality impacts based on a project phasing plan. Several analytical tools, including a construction staging and phasing plan, are necessary to assess project-specific construction impacts to the level of detail that the CAC has recommended. The project's engineering team is working to develop a construction staging plan, which will help to inform the eventual phasing plan. The PC will revisit the recommendations related to construction impacts at their January 2010 meeting, when this staging information becomes available.

Near-Source Modeling: The CAC recommended that the I-710 AQ/HRA include near-source modeling, the quantification of the projected air quality-related health impacts of each of the alternatives on those situated closest to the freeway. Due to the technical complexity of the issue, the PC determined that more information and discussion was needed and will revisit this topic at their January 2010 meeting.

Health Impact Assessment (HIA): The CAC recommended that the I-710 Corridor Project EIR/EIS include a Health Impact Assessment, a stand-alone study of a project's various effects on public health. Many of the components of an HIA are already addressed as part of the technical studies that support the I-710 Corridor Project EIR/EIS. The Project Team is working with a sub-group of the Environmental Subject Working Group (ESWG) to determine how the I-710 Corridor Project studies along with the Air Quality Action Plan that the Gateway Cities Council of Governments is undertaking can satisfy all of the components of a comprehensive HIA.

I-710 Corridor Project

Overview News & Info Meetings

The Long Beach Freeway (I-710) is a vital transportation artery, linking the ports of Long Beach and Los Angeles to major Southern California distribution centers and intermodal rail facilities. An essential component of the regional, statewide and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, increased cargo container volume at the ports of Los Angeles and Long Beach, increasing traffic volumes, and an aging infrastructure, the I-710 Freeway experiences serious congestion and safety issues.

In March 2005, following an extensive technical and community participation process, Metro completed the I-710 Freeway Major Corridor Study (MCS). The study analyzed congestion and mobility along the corridor in order to develop transportation solutions that preserve and enhance the quality of life of surrounding neighborhoods and communities.

Metro and six project participants are now conducting an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to analyze the range of possible improvement alternatives for the I-710 corridor. The I-710 Corridor Project EIS/EIR will study 18 miles of the I-710 Freeway between the Ports of Long Beach and Los Angeles and the Pomona Freeway (SR-60).

The study area encompasses 15 cities and unincorporated areas in Los Angeles County adjacent to the freeway corridor. Study Area Map.

The EIS/EIR, a study required by federal and state statutes, is an assessment of the likely influences that future improvements may have on the environment and communities along the corridor. It includes analyses of ways to reduce or avoid possible adverse environmental impacts.

Project Participants

Metro is joined by several partner agencies in completing the I-710 Corridor Project EIS/EIR. These agency partners include the California Department of Transportation, the Gateway Cities Council of Governments, the I-5 Consortium Cities Joint Powers Authority, the Port of Long Beach, the Port of Los Angeles, and the Southern California Association of Governments.

Project Objectives

Metro's objectives for the I-710 Corridor Project EIS/EIR are shaped by priorities

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In This Section

Resources

Partner Agencies

Meeting Notes

Maps

Enlaces en español

Formulario para preguntas/comentarios

Contact Us

Metro wants to hear from you about the I-710 Corridor project EIR/EIS . Do you have a question about the study, want more information, or want to be added to our database?

Here's how you can send us your views, questions or requests:

Comment/Question Form: Click here to fill out a form to leave us your questions or comments, or be added to our mailing list

Ernest Morales, Project Director
Gateway Cities/Southeast Area Team
Los Angeles County Metropolitan Transportation

identified by stakeholders along the I-710 corridor during and following the MCS effort. These objectives include developing transportation alternatives that will:

- Improve air quality
- Improve mobility, congestion and safety
- Assess alternative, green goods movement technologies

Community Participation

The I-710 Corridor Project EIS/EIR seeks to break new ground in not only identifying impacts and mitigation strategies but in engaging community members and stakeholders in developing strategies to improve air quality, mobility, and quality of life.

Through a representative community advisory committee structure, outreach activities are designed to provide stakeholders the opportunity to work hand-in-hand with the technical team throughout the life of the project. Community participation for the I-710 Corridor Project EIS/EIR is modeled on the highly regarded program used to complete the MCS.

The public is invited to stay involved by:

- Attending regular advisory and policy-making committees.
- Participating in community workshops and public forums.
- Submitting comments and questions via web, phone, fax or mail.
- Joining the project mailing list

Preliminary Schedule

- Begin public engagement in local communities – Spring 2008
- Hold public and agency scoping meetings – Fall 2008
- Complete Draft I-710 Corridor Project EIR/EIS – Fall 2010
- Approve final I-710 Corridor Project EIR/EIS – Fall 2011

Keywords: I-710 corridor project overview
Last Revised: Tuesday January 26, 2010 10:22:13 AM

6

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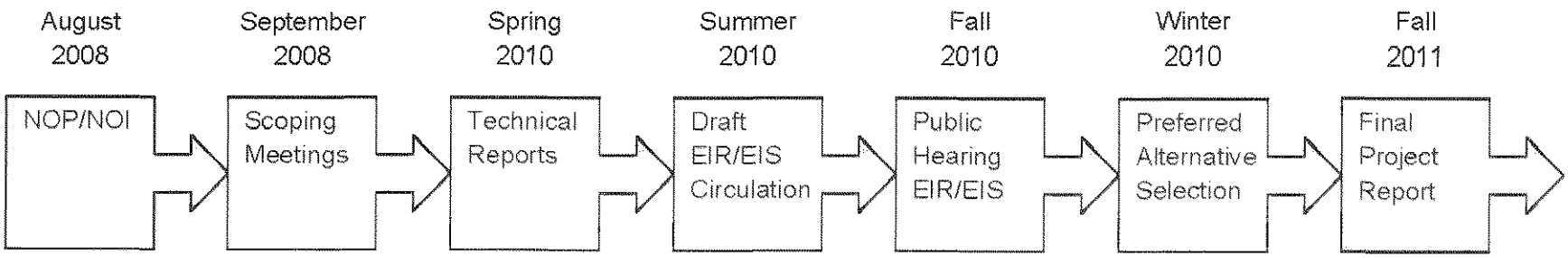
Project Schedule Overview



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Overview and History

The Long Beach Freeway (I-710) is a vital transportation artery, linking the Ports of Long Beach and Los Angeles to Southern California and beyond. An essential component of the regional, statewide and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 Freeway experiences serious congestion and safety issues.

In March 2005, following an extensive technical and community participation process, Metro completed the I-710 Freeway Major Corridor Study (MCS). This study analyzed congestion and mobility along the corridor in order to develop transportation solutions that preserve and enhance the quality of life of surrounding neighborhoods and communities.

Metro and six project participants are now conducting an Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) to analyze the range of possible improvement alternatives for the I-710 corridor. The I-710 Corridor Project EIR/EIS will study 18 miles of the I-710 freeway between the Ports of Long Beach and Los Angeles and the Pomona Freeway (SR-60). The study area encompasses 15 cities and unincorporated areas in Los Angeles County adjacent to the freeway corridor.

The EIR/EIS, a study required by federal and state statutes, is an assessment of the likely influences that future improvements may have on the environment and communities along the corridor. It includes analyses of ways to reduce or avoid possible adverse environmental impacts.

Metro's objectives for the I-710 Corridor Project EIR/EIS are shaped by priorities identified by stakeholders along the I-710 corridor during and following the MCS effort. These objectives include developing transportation alternatives that will:

- Improve air quality
- Improve mobility, congestion and safety
- Assess alternative, green goods movement technologies

Project Participants

Metro is joined by several partner agencies in completing the I-710 Corridor Project EIR/EIS. These agency partners include the Gateway Cities Council of Governments, the California Department of Transportation, Port of Long Beach, Port of Los Angeles, the Southern California Association of Governments, and I-5 Joint Powers Authority.

Community Participation Framework

The I-710 Corridor Project EIR/EIS seeks to break new ground in not only identifying impacts and mitigation strategies but in engaging community members and stakeholders in developing strategies to improve air quality, mobility, and quality of life. Through a representative community advisory

(over)

Metro Caltrans GATEWAY CITIES 5 The Port of LONG BEACH THE PORT OF LOS ANGELES ASSOCIATION of GOVERNMENTS

committee structure, outreach activities are designed to provide stakeholders the opportunity to work hand-in-hand with the technical team throughout the life of the project. Community outreach for the I-710 EIR/EIS is modeled on the highly regarded program used to complete the MCS.

The public is invited to stay involved by:

- Attending regular advisory and policy-making committees
- Participating in community workshops and public forums
- Submitting comments and questions via web or phone
- Joining the project mailing list

Preliminary Schedule

- Begin public engagement in local communities: Spring 2008
- Hold public and agency scoping meetings: Fall 2008
- Complete Draft I-710 Corridor Project EIR/EIS: Spring 2010
- Approve final I-710 Corridor Project EIR/EIS: Winter 2011

Contact Us

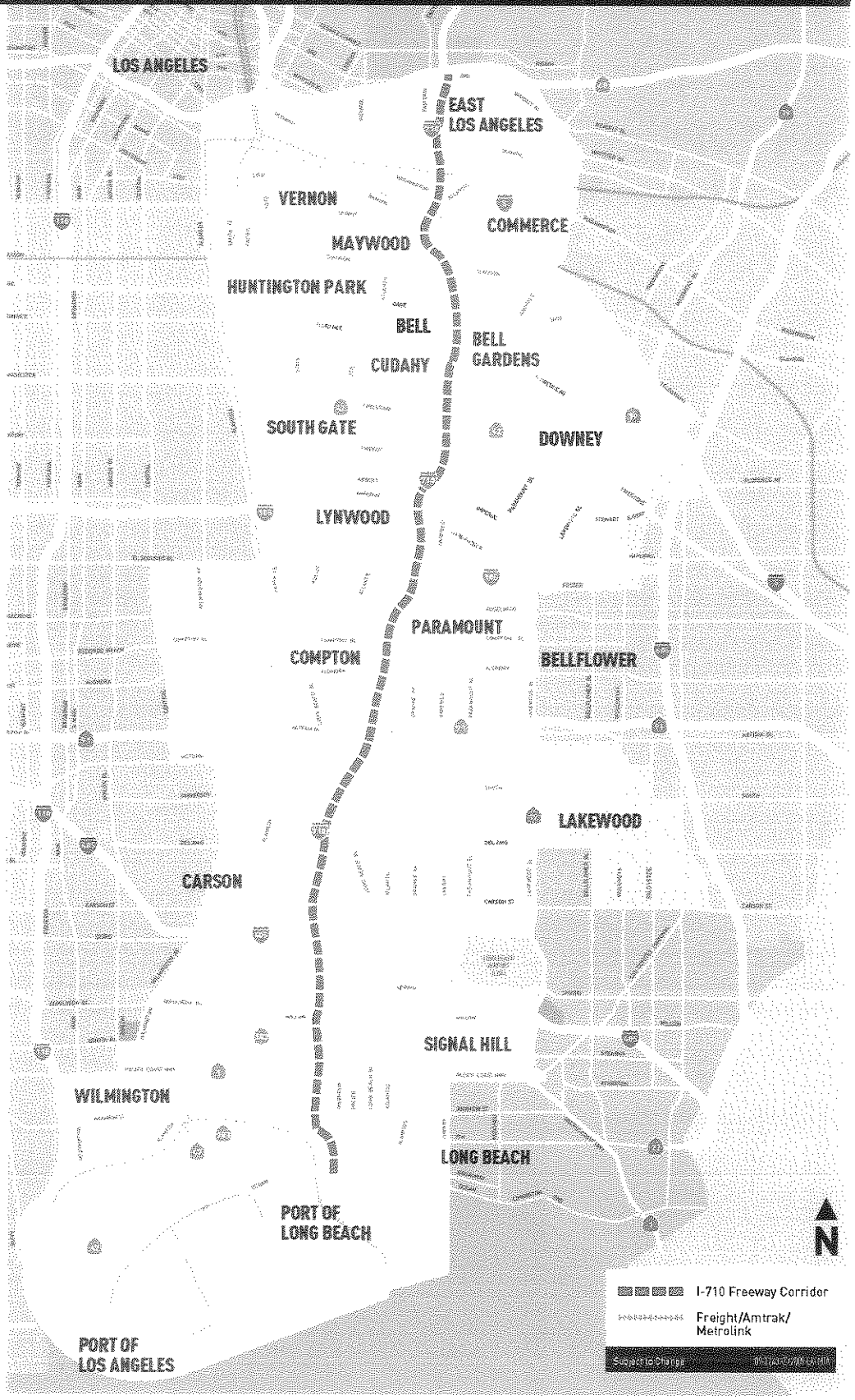
For more detailed information about the project, its history, the community participation framework, public meeting schedules, and other opportunities for involvement, please contact us:

Web: metro.net/710eir

Phone: 213.922.4710

E-mail: 710eir@metro.net

I-710 Corridor Study Area



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FREQUENTLY ASKED QUESTIONS

What is an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)?
An EIR/EIS is a document required under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). It evaluates potential impacts that a proposed project might have on people or the environment and addresses issues such as, air quality, health risk, noise, visual disruption, and construction impacts, among others.

Why do an EIR/EIS?
For a proposed project to move forward to construction, the extent of environmental impacts must first be determined according to State of California and federal law. If potentially significant impacts are anticipated, or if the project is considered controversial, an EIR/EIS is required. The EIR/EIS process simultaneously ensures that the requirements for documenting and reducing environmental impacts of a project are met. Additionally, the process provides for technical analysis as well as public input and participation.

How will this project improve air quality and reduce health risk?
To ensure a thorough examination of air quality and health risk, an Air Quality and Health Risk Assessment will be prepared for the I-710 EIR/EIS. Health risk assessments are used to determine if a particular pollutant or chemical poses a significant risk to human health and, if so, under what circumstances. The results from this study can be utilized to develop strategies for improving air quality and reducing health risk related to the project. This will be the first time such a specific Air Quality and Health Risk Assessment has been included in a major freeway study in California.

What is the difference between California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA)?
CEQA is a State of California law and requires an EIR for projects that may have a significant impact on one or more environmental resources. NEPA is a federal law, and requires the preparation of an EIS for projects that may significantly affect the quality of the human environment. Under CEQA, an EIR requires the determination of whether individual impacts to environmental resources are "significant." If there are significant

impacts, the lead agency must adopt the mitigation measures outlined in the EIR, or it cannot pursue the project. By contrast, an EIS considers both beneficial and adverse effects when determining the significance of the project impact as a whole. CEQA also focuses on "the physical environment," while NEPA provisions identify "the human environment," which appears broader than the CEQA focus.

What was the I-710 Major Corridor Study and how is it different from the EIR/EIS?
The I-710 Major Corridor Study (MCS), completed in 2005, evaluated traffic congestion, safety, and mobility problems along the I-710 travel corridor. The MCS confirmed the need for further public investment in the corridor and developed a "Locally Preferred Strategy" for improving the freeway. It led to the initiation of the current EIR/EIS process.

Findings and recommendations from the MCS are being used as guidance for the EIR/EIS phase of the project. During the EIR/EIS, these findings will be subjected to a more thorough level of technical scrutiny and compared against other alternatives for improving the corridor. The CEQA/NEPA process requires the examination of a range of alternatives, including the "No Project" option. The result of an EIR/EIS is the development of a project alternative that could be approved for final design, engineering and construction.

Who is responsible for approving the I-710 EIR/EIS?
As a project with both federal and state funding, Caltrans is the lead agency on the EIR and has been delegated authority from the federal government to be the lead agency on the EIS. As such, Caltrans, in conjunction with its funding partners, is responsible for approving the preferred alternative in the environmental document.

How long does the process normally take?
EIR/EIS processes vary in length and complexity with the average duration being four to seven years. The I-710 EIR/EIS is expected to take approximately four years to complete.

Why does it take so long?
EIR/EIS studies take a long time because of the need to gather, review, analyze and respond to a significant amount of technical information and community input. Additionally, CEQA and NEPA regulations mandate required public affected agency review periods for project documents.

How much will the I-710 EIR/EIS Corridor Project cost?
The EIR/EIS process is estimated to cost $30 million. Cost estimates for final design, right-of-way acquisition, and construction will be developed during the EIR/EIS.

How will the public participate in decision-making on the I-710 EIR/EIS?
The I-710 EIR/EIS community participation process ensures that public input influences the decision-making process of the project. Project-related information and feedback flows from the community level to the agency level, and back throughout the process. Through the project's advisory committees, the public will have the opportunity to provide recommendations to the policy-makers.

When can I provide input?
There will be many opportunities for you to participate in the study. Well-publicized public scoping meetings will be held in early fall 2008. The purpose of these meetings is to provide an understanding of the project and potential alternatives and to engage the community in providing feedback and input for continued study.

In addition, the community can provide input during a variety of other public forums, such as advisory committee meetings, town hall meetings, and public hearings. You may also visit Metro's website at www.metro.net/710eir to submit comments and learn about upcoming events.

You are also welcome to send comments:

Via e-mail to: 710eir@metro.net

Via letter to: Mr. Roy Choi, Project Manager
Gateway Cities/Southeast Area Team
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza, Mail Stop: 99-22-4
Los Angeles, CA 90012.

Mr. Ronald Kosinski, Deputy District Director
Caltrans District 7 – Division of Environmental Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012

Via Phone to: 213-922-4710

12

INITIAL FEASIBILITY ANALYSIS AND ASSOCIATED STUDIES

Introduction

In order to analyze the proposed project alternatives in the I-710 Environmental Impact Report/Environmental Impact Statement (EIR/EIS), it was necessary to determine a cargo forecast for the Ports of Los Angeles and Long Beach. An Initial Feasibility Analysis (IFA) was prepared to review factors and indicators that would assist in the development of such a forecast. The purpose of the IFA was to select a cargo forecast that could be accommodated within the alternatives under study while still meeting the project's mobility goals.

A variety of other studies were undertaken to inform the IFA, including a Railroad Goods Movement Study, an Alternative Technology Study, and a Multimodal Review Study. The supporting studies are briefly described below. For more information on these studies, please refer to the separate fact sheet for each study.

Railroad Goods Movement Study

The Railroad Goods Movement Study describes a set of "cargo growth scenarios" for the year 2035. These scenarios depict varying levels of projected container movement generated by the Ports of Los Angeles and Long Beach. The study then examines the impact of these scenarios on the Southern California rail system. The study concludes that freight railroads are nearing their efficient capacity in the Los Angeles basin, and this may result in future impacts to the region's freight rail, passenger rail and freeway systems. For more details and study findings, please refer to the Railroad Goods Movement Fact Sheet.

Multimodal Review Study

The Multimodal Review Study includes an assessment of the ability of other transportation modes or approaches in the I-710 corridor to reduce auto and truck traffic on I-710. Modes and approaches assessed in the study include bus transit, rail transit, non-motorized (bicycling and pedestrian), HOV (carpool), Transportation Systems Management (TSM), Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM). The study concludes that by implementing improvements to these modes and approaches, the demand for general purpose lanes on the I-710 freeway could be reduced by one lane in each direction. For more information and study findings, please refer to the Multimodal Review Fact Sheet.

Alternative Technology Study
This study develops a generalized definition of zero tailpipe emission container transport systems that encompasses a range of alternative technologies. The study includes an assessment of Advanced Technology Fixed Guideway Systems and Zero Emission Trucks. It assesses the ability and capacity of these technologies to transport containers and estimates their capital, operating and maintenance costs. The study concludes that Zero Emission Trucks could address the project's Purpose and Need, perhaps more effectively than other types of technologies. For more information and study findings, please refer to the Alternative Goods Movement Technologies Fact Sheet.

Initial Feasibility Analysis (IFA)
Based on the findings of the above studies, the IFA assesses the feasibility of meeting the mobility goals for the I-710 as stated in the project's Purpose and Need. Specifically, the IFA examines the project's ability to meet these goals under different port cargo growth scenarios, with TSM/TDM/Multimodal/ITS improvements, and with Maximum Rail Share and Alternative Goods Movement Technology.

The three port cargo growth scenarios studied in the IFA include:

1. A high growth scenario without additional near-dock rail expansion
2. A high growth scenario with additional near-dock rail expansion
3. A low growth scenario without additional near-dock rail expansion

The IFA Study concludes that Scenario 1 (high growth without near-dock expansion) represents the most prudent long term planning approach, and is most likely to ensure appropriate levels of impact mitigation for the I-710 Corridor Project EIR/EIS. This conclusion is based on indications that there will be sufficient demand to achieve the high growth scenario, and that there is uncertainty regarding future near-dock rail expansion. The results of the IFA and supporting studies, including the port cargo growth scenarios, were presented to the Technical Advisory Committee and the Project Committee. Both committees concurred with the findings of the IFA and recommended the high growth scenario without near-dock rail expansion be used for all future modeling and analysis of project alternatives.

For more information on the I-710 Corridor Project EIR/EIS and the studies described above, please visit our website at www.metro.net/710eir or contact us in one of the following ways:

- E-mail: 710eir@metro.net
- Letter: Mr. Ernest Morales, Project Director, Metro, One Gateway Plaza, Mail Stop: 99-22-4, Los Angeles, CA 90012
- Phone: 213-922-4710
- Fax: 213-922-8868

RAILROAD/GOODS MOVEMENT

Introduction

Rail is an important goods movement component that can potentially move about half of the goods from the Ports of Los Angeles and Long Beach to destinations outside of Southern California. A study was prepared to evaluate the railroad system's ability to move goods in various future scenarios. The questions to be answered in the Railroad Goods Movement Study included:

- What level of cargo growth is expected by the year 2035?
- Does the current rail system have the available capacity to handle this volume?
- What infrastructure improvements, such as yards, terminals and track capacity, would be needed to handle future cargo growth?
- Are there other implications?

Cargo Growth Forecasts

Three scenarios were used to assess future port growth and facility capacity:

- **Scenario 1:** High Cargo Demand (43 M TEUs), High On-Dock Rail Capacity, No New or Expanded Near-Dock Rail Facilities
- **Scenario 2**: High Cargo Demand (43 M TEUs), High On-Dock Rail Capacity, Expanded Near-Dock Rail (development of SCIG and expansion of ICTF)
- **Scenario 3:** Low Cargo Demand (28.5 M TEUs), Low On-Dock Rail Capacity, No New or Expanded Near Dock Rail

Each scenario included an evaluation of the following:

- Volume of goods coming into the ports (expressed as twenty-foot equivalent units, or TEUs – the average container is about two TEUs).
- Expansion of on-dock railyards, for direct transfer of containers from the ports by train.
- Level of expansion of near-dock or "ship-to-truck-to-train" railyards close to the ports, such as Intermodal Container Transfer Facility (ICTF) or Southern California International Gateway (SCIG).
- Number of containers per train.

Scenario 1 has been adopted by the I-710 Project Committee as the forecast for moving forward with subsequent I-710 studies. The Project Committee confirmed the study's conclusion that, even with the current slowdown in imports and exports and even with forecasted slowing of world economic growth and diversion of cargo to other North American ports, there remains significant growth in demand at Southern California ports. These forecasts also show that, between now and 2035, demand will exceed planned capacity.

Scenario 1 represents the maximum amount of cargo that the ports can handle with current expansion plans. It recognizes the continued uncertainty about whether expansion of SCIG

and ICTF will be able to proceed with acceptable environmental and community impact mitigation. This scenario also has the advantage of assuring that maximum mitigations be included in the EIR/EIS studies.

Capacity of the Rail System to Handle Expansion

While increasing use of the rail system can result in lower growth in the number of trucks on the road, the Railroad Goods Movement study found that providing capacity in the rail system to handle future expansion will require significant investment and operational improvements. These will be challenging to achieve for several reasons:

- Freight railroad systems are nearing their efficient capacity in the Los Angeles Basin.
- Some of the mainline routes travel through built-out areas where available land for adding tracks is difficult to acquire.
- Passenger rail (Metrolink) operates on tracks owned and used by the freight railroads. Expansion of one can preclude expansion of the other without additional right-of-way.
- Increased number and length of trains increases potential for delay and the need for grade separation projects that separate trains from other vehicles at crossings.
- On-dock railyard expansion is likely, but even this expanded capacity will not be sufficient to accommodate all of the port cargo that moves by rail. In addition, logistic considerations make it more practical to move some cargo by off-dock intermodal rail yards.
- Near-dock railyard expansion is also limited by concerns about neighborhood impact. More containers will need to travel the roadways to get to expanded or additional off-dock rail facilities.

Study Conclusions

- More on-dock railyards facilities are needed.
- Mainline railroad systems will likely continue to be capacity-limited in the future even if additional track is constructed. This will constrain passenger train growth.
- Additional railroad track grade separations are needed.
- New or expanded off-dock railyards are needed and will likely increase truck traffic on local freeways and roadways.
- Railroad system usage and capacity needs to be monitored in the future to assure maximum goods movement by rail can be achieved so that approximately half of the containers from the ports can continue to be moved by rail.

For more information on the I-710 Corridor Project EIR/EIS, please visit our website at www.metro.net/710eir or contact us in one of the following ways:

- E-mail: 710eir@metro.net
- Letter: Mr. Ernest Morales, Project Director, Metro, One Gateway Plaza, Mail Stop: 99-22-4, Los Angeles, CA 90012
- Phone: 213-922-4710
- Fax: 213-922-8868

MULTIMODAL REVIEW

Introduction
In addition to physical improvements to the freeway, the I-710 Corridor Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) includes alternative transportation modes which could help to alleviate congestion. A Multimodal Review was prepared to assess the ability of these other transportation modes to reduce the number of vehicles traveling on I-710 and increase the effective capacity of the freeway.

What Modes were Considered?
The Multimodal Review evaluated the ability of the following options to accommodate or manage travel demand in the I-710 corridor:

- **Bus Transit** – Increasing Metro or other municipally operated bus transit service as a way of increasing the number of trips in the corridor made by bus.
- **Rail** – Adding passenger rail lines (such as the Blue Line or Metrolink) or expanding freight rail service as a way of increasing ridership on passenger trains as well as increasing goods movement by freight train.
- **Non-Motorized Transportation** – Increasing the number of people who use bikes or walk to get to their destinations.
- **High-occupancy Vehicle (HOV) Lanes** – Adding HOV lanes or services to increase trips by carpool, vanpool or bus.
- **Transportation Systems Management Systems (TSM)** – Increasing the efficiency of travel by implementing TSM options, such as signal synchronization and/or ramp metering, both for person-trips and freight-trips.
- **Transportation Demand Management (TDM)** – For freight, examples included charging more for traveling during peak hours of congestion.
- **Intelligent Transportation Systems (ITS)** – Using computerized systems such as smart traffic signals and real-time bus arrival information to increase the effective capacity of existing transportation systems and services.

What Specific Types of Improvements Were Included in the Multimodal Review?
Highlights of some of the potential transportation system improvements included in the Multimodal Review were:

- **Bus** – Increasing the frequency of local bus service and Metro Rapid service within the I-710 Corridor during times of the day when ridership is highest.
- **Rail** – Increasing Blue Line and Green Line train frequency during times of the day when ridership is highest, and potentially increasing service on three Metrolink lines (Riverside Line, Orange County and 91 Lines).

- **Park and Ride** – Providing more rail station parking spaces in the I-710 study area to support the increase in rail service.
- **High Occupancy Vehicle Lanes** – Adding HOV lanes on I-710 and providing direct HOV connectors.
- **Goods Movement** – Encouraging the shift to off-peak Port truck trips.
- **ITS Implementation** – Implementing new ramp metering systems and providing Advanced Traveler Information System (ATIS), closed-circuit television (CCTV), incident management systems and updated communications on arterial streets.

What Were the Results?

The study of these other individual transportation mode improvements concluded the following:

- Expanded Transit would result in about a 2-3% reduction in peak period auto trips.
- Transportation Demand Management for trucks would result in anywhere from a 1% to 12% reduction in peak period truck trips coming from the Ports of Los Angeles and Long Beach.
- Bike and Pedestrian (non-motorized) improvements did not reduce any peak period auto trips.
- Intelligent Transportation Systems would increase the vehicular capacity of the I-710 by about 6%.

Although Transit, Transportation Systems Management, Transportation Demand Management and Intelligent Transportation Systems play an important role in helping to address future congestion on I-710, their individual benefits are fairly small. Collectively, however, improvements to these alternative modes of transportation could reduce the future travel demand and increase capacity on the I-710 freeway by about one lane in each direction—a measurable improvement. Therefore, these improvements are recommended for inclusion within any alternative that is carried forward in the I-710 EIR/EIS.

For more information on the I-710 Corridor Project EIR/EIS, please visit our website at www.metro.net/710eir or contact us in one of the following ways:

- E-mail: 710eir@metro.net
- Letter: Mr. Ernest Morales, Project Director, Metro, One Gateway Plaza, Mail Stop: 99-22-4, Los Angeles, CA 90012
- Phone: 213-922-4710
- Fax: 213-922-8868

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I-710 Corridor Project EIR/EIS

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Community Participation Status Report

Presented to the

Corridor Advisory Committee

February 18, 2010

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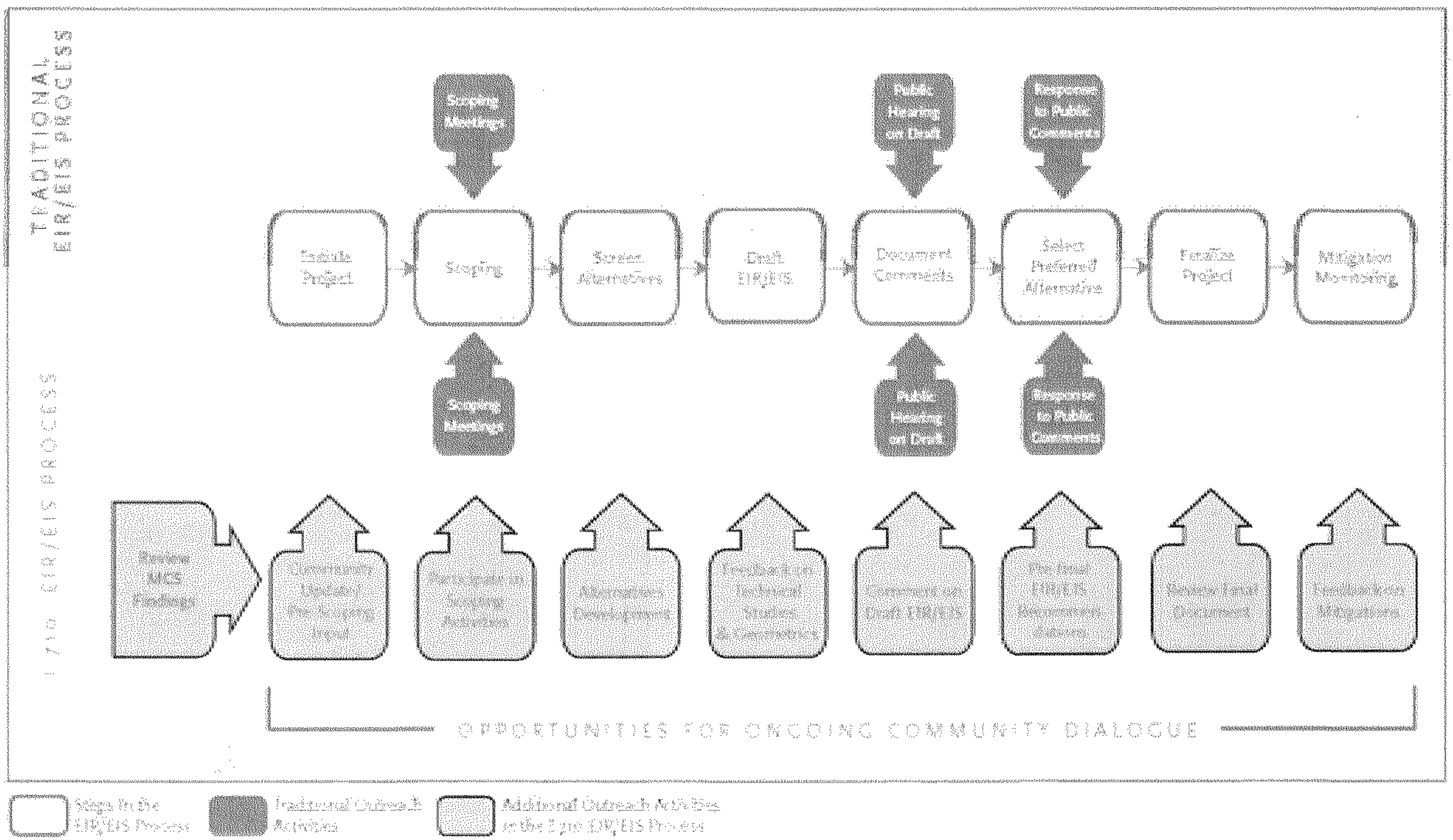
The I-710 Corridor Project EIR/EIS

CEQA and NEPA Outreach Process



Overview

- Local Advisory Committees:
  Ongoing dialogue on geometrics
- Environmental Subject Working Group (ESWG):
  ESWG/CAC Recommendations follow-up discussion; Zero-emission vehicles industry overview
- Transportation Subject Working Group (TSWG):
  Traffic Operational Analysis; Existing Traffic Conditions; Zero-emission vehicles industry overview; Arterial Highway Analysis
- Community Design Subject Working Group (CSWG):
  No meeting in February – Next meeting March 11, 2010
- Corridor Advisory Committee:
  Hazardous Waste Assessment overview; AQMD presentation on near-roadway data collection; LAC report-outs on comments to geometrics

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Local Advisory Committees

- Previous Round of Meetings:
  - Introduction to Environmental Studies
  - Overview of Community Impact Assessment (CIA)
  - Input to Community Profiles
  - Early Action Project Ideas
  - Review of local geometric segments
- Current Activity:
  - Ongoing dialogue on geometrics
- Upcoming Topics:
  - Review of key findings from CIA
  - Review of key findings from other environmental studies of interest

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Environmental Subject Working Group

- Previous Meetings:
  - Development of recommendations on:
    - Significance Thresholds
    - Near-Source Modeling
    - Construction Impacts
- Current Activity (Feb 11 meeting):
  - Debrief of PC action on ESWG/CAC recommendations
  - Zero-emission vehicles industry overview, Calstart
  - CAC membership nominations
- Upcoming Topics:
  - Key findings from Noise Impact Study
  - Key findings from AQ/HRA
  - Key findings from other studies of interest

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Transportation Subject Working Group

- Previous Meeting:
  - Discussion of geometrics rationale and process
  - Presentation by ports: economic downturn and cargo volumes
  - Update from Edison on power supply and capacity to accommodate alternative goods movement technologies
- Current Activity (Feb 24 meeting):
  - Key findings from Traffic Operational Analysis & Modeling
  - Review of existing traffic conditions
  - Zero-emission vehicles industry overview, Calstart
  - Review of Arterial Highway Analysis (Feb or March)
- Upcoming Topics:
  - Update on revised geometrics
  - Update on Early Action Projects
  - Enforecment measures overview

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Community Design & Local Economy SWG

- Previous Meeting:
  - Refinement of draft guiding principles for community design in the corridor
  - Input on key views for Visual Impact Assessment
- Current Activity:
  - No meeting in February
  - Next meeting, March 11
- Upcoming Topics:
  - Key findings from Visual Impact Assessment
  - Key findings from Cultural Resources studies
  - Update from Gruen and Associates
  - Presentation on Urban Design Alternatives

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Corridor Advisory Committee

- Previous Meeting:
  - Update on traffic projections
  - Preparation for Jan 28 Project Committee meeting
  - Hazardous Waste Assessment overview
- Current Activity (Feb 18 meeting):
  - Hazardous Waste Assessment overview
  - AQMD presentation on near-roadway data collection
  - Review LAC comments on geometrics
- Upcoming Topics:
  - Key findings from studies of interest
  - Review SWG findings
  - Other topics as requested by the CAC

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Community Open Houses

Beginning in April 2010, a series of community-wide open houses will be held in various locations throughout the corridor.

PURPOSE:

- Provide additional channels for community members to give input.
- Educate interested community members about various aspects of the project.
- Expand community awareness of opportunities for further involvement under the current community participation framework.

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Collateral Materials

- Fact Sheets
  - 15 Fact Sheets completed to date, English/Spanish
  - Continued updates and distribution
- Newsletters
  - Quarterly updates on project activity
    - Current distribution of January 2010 *Corridor Connections*
- Brochure
  - Design and content under development
  - Scheduled for release in Spring 2010

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Summary

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Engineering Status Report

presented to the

Corridor Advisory Committee

February 18, 2010

Metro · Caltrans · Gateway Cities · The Port of Long Beach · The Port of Los Angeles · Association of Governments

Schedule

- 24 months into the 43 month schedule
- Work is progressing in accordance with the original schedule
- Requests for project changes have been received from two cities
  - Under Evaluation

Completed Tasks/Studies

November

- Construction Staging Concept - Segment 1
- Construction Staging Concept - Segment 2

Completed Tasks/Studies

December

- Traffic Impact Analysis Draft Report and Appendices
- Value Analysis Study Report Preliminary Draft Report
- Traffic Operations Analysis Draft Report and App.
- Construction Staging Concept - Segment 6
- Construction Staging Concept - Segment 4
- Construction Staging Concept - Segment 5
- Construction Staging Concept - Segment 3

Completed Tasks/Studies

January

- Geometric and Staging Plan Updates
- Prepare Freeway Hydrology Report

Current Tasks/Studies

February and Beyond

- Draft Relinquishment and Vacation Study
- Hydraulic/Floodplain Draft Report
- Draft Impacts and Relocation Report
- Draft LA River Hydraulics Report
- Draft Report Los Angeles River Impact Studies
- Draft Advanced Planning Studies (Bridge Report)
- First Admin Draft Engineering Project Report

Three Month Look Ahead

- Draft Engineering Studies
  - Complete in February
- First Administrative Draft and Project Report
  - March 8, 2010

Environmental Status Report

Corridor Advisory Committee

February 18, 2010

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Caltrans

GATEWAY CITIES

The Port of LONG BEACH

THE PORT OF LOS ANGELES

ASSOCIATION of GOVERNMENTS

Environmental Technical Studies Update

- Draft Studies completed and submitted to I-710 Funding Partners for review:
  - Paleontological Resources Study
  - Jurisdictional Delineation Report
  - Biological Assessment
  - Community Impact Assessment
  - Relocation Impact Report
  - Cultural Resource Studies

Environmental Technical Studies Update

- Draft Studies completed and submitted to I-710 Funding Partners for review:
  - Geotechnical Report
  - Hazardous Waste Initial Site Assessment
  - Natural Environment Study
  - Utility Impact Study
  - Visual Impact Assessment
  - Location Hydraulic Study/Floodplain Evaluation
  - Los Angeles River Impact Study

Environmental Technical Studies Update

- Draft Studies still to be completed and submitted to I-710 Funding Partners for review:
  - Energy Usage Study
  - Water Quality and Storm Water Runoff
  - Noise Study
  - Air Quality/Health Risk Assessment

Three Month Look Ahead

- Complete draft technical studies based upon initial geometrics and traffic operations analyses
- Present preliminary technical study findings to I-710 committees
- Begin preparation of final technical studies based upon geometric updates, I-710 Funding Partner comments, and committee input
- Complete First Administrative Draft EIR/EIS for I-710 Funding Partner review