REVISED
PLANNING & PROGRAMMING COMMITTEE
JULY 15, 2009

SUBJECT: I-710 EIR/EIS UPDATE - SCREENING OF ALTERNATIVES

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this status report on the Screened Alternatives to be carried forward into the I-710 EIR/EIS.

ISSUE

The I-710 from Long Beach to SR-60 is currently in the EIR/EIS Phase and is also included in Measure R. On April 30, 2009, the I-710 Project Committee reduced the number of alternatives to be studied in the EIR/EIS from six to four with the alternatives being carried forward selected on their ability to satisfy the project's Purpose and Need. The four alternatives received the necessary community and policy level support prior to the Project Committee's action. The next step is to present the Project Committee's recommendation to the I-710 Executive Committee for its consideration, review and approval.

BACKGROUND

On July 26, 2007, the Board authorized the Chief Executive Officer to award and execute consultant contracts for the I-710 Corridor Project EIR/EIS and Engineering Project Report, and also award a contract for community outreach, pursuant to the execution of a funding agreement between the projects funding partners (i.e., Port of Long Beach, Port of Los Angeles, Caltrans, Gateway City Council of Governments, I-5 JPA, SCAG and Metro).

A Funding Agreement was executed on December 6, 2007, and on January 28, 2008, a Limited Notice to Proceed was issued to URS Corp. for the preparation of the EIR/EIS and Engineering Project Report, and to Moore Iacofano Golsman Inc. (MIG) for facilitation of community participation.

The project team began work on the technical evaluation and refinement of the Locally Preferred Strategy (LPS) in February, 2008. Concurrently, the project team continued the enhanced public and community outreach effort initiated during the I-710 Major
Corridor Study. Six project alternatives were presented during the scoping process, conducted between August and September 2008. No new alternatives resulted from the scoping process. The project team continued the refinement of the LPS geometrics and exploration of advanced technology alternatives that could be carried forward into the EIR/EIS phase and preliminary engineering.

From project initiation to early January 2009, the consultants presented technical studies and findings to the Local Advisory Committees, Community Advisory Committee, and the Technical Advisory Committee. Community participation and input has been ensured through these committees as well as through the Subject Working Groups. The community participation structure (Attachment A) articulates a “bottoms-up” approach that ensures community and policy level buy-in at each step of the way.

Between February and March 2009, the project team met with the community and technical committees to present the results of the alternatives screening process. Each alternative was evaluated based on its ability to satisfy the Purpose and Need characterized through the following criteria: air quality, mobility, traffic safety, right-of-way impacts, environmental impacts, and cost.

In some cases, the screened alternatives contain modifications and/or design options that were shown to improve their relative performance in terms of benefits, costs, and impacts. Based on the results of the screening process and the recommendation of the Technical Advisory Committee and Corridor Advisory Committee, the Project Committee reviewed and approved four alternatives in April 2009. The screened set of alternatives is described as follows:

- Alternative 1 – No Build
- Alternative 5A – Widen to 10 General Purpose Lanes
- Alternative 6A – Widen to 10 General Purpose Lanes Plus 4 Freight Movement Lanes (Conventional Trucks)
- Alternative 6B – Widen to 10 General Purpose Lanes Plus 4 Freight Movement Lanes (Zero Emission Trucks)

Per CEQA, the No-Build scenario, Alternative 1, is required to be included as a screened alternative. Alternative 6A is recommended due to the high level of benefits and consistency with the original community-based LPS and Purpose and Need. Alternative 5A represents the minimal level of investment that is needed to satisfy the Purpose and Need. It is recommended as a potentially less impacting alternative than 6A, but one which still provides measurable benefits. Alternative 6B is a variation of Alternative 6A that will assume design and usage of the freight corridor by zero emission trucks and will therefore achieve higher air quality benefits.

The results of the alternatives screening process demonstrated that the minimal level of investment needed to satisfy the Purpose and Need of the project requires capacity enhancements to the freeway mainline. Alternatives 2, 3, and 4, as stand-alone
alternatives, do not satisfy the Purpose and Need of the project. The alternatives carried from scoping thru screening are presented in Attachment B.

NEXT STEPS

Present to the I-710 Executive Committee the recommendations and findings of the Project Committee for their consideration, review and approval. The Executive Committee is tentatively scheduled to meet on July 23, 2009.

Upon approval by the I-710 Executive Committee, staff will continue with the environmental clearance of the screened alternatives and preliminary engineering. The draft I-710 EIR/EIS is scheduled to be released in late summer of 2010.

ATTACHMENTS

A. I-710 Facilitation of Community Participation
B. Project Alternatives carried thru Scoping and the recommended Screened Alternatives

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Subject Working Group & Technical Working Group Information Flow

Technical Working Groups
- Alternative Technology TWG
- Traffic Forecasting TWG
- Geometrics TWG
- Air Quality / Health Risk Assessment TWG
- Agency Air TWG

Subject Working Groups
- Transportation SWG
- Community Design SWG
- Environmental SWG

Advisory Committees
- TAC
- CAC
- LACs

Policy Committees
- Project Committee
- Executive Committee

Flow of Information: Most information flow is facilitated by the Project Team, which is made up of government agency staff and their consultant staff. The Project Team manages and directs the I-710 EIR/EIS technical and outreach processes, and facilitates communications among all community, stakeholder, and technical groups.

Community / Stakeholder Groups
- Local Advisory Committees (LACs): These committees represent each of the cities and unincorporated county areas along the I-710 corridor. LAC members represent the perspective of residents and business owners in their respective communities.
- Subject Working Groups (SWGs): These open-participation groups are made up of representatives from the LACs with subject matter interest, as well as TAC representatives and other appointees with subject matter expertise. These groups delve more deeply into the specifics of transportation, community design, and the environment, and provide key findings to the CAC.
- Corridor Advisory Committee (CAC): This advisory group is comprised of the Chairs of each LAC, the TAC Chairperson, as well as appointees representing corridor-wide interests. This committee makes recommendations to the Project Committee.

Technical Expert Groups
- Technical Working Groups (TWGs): These expert groups are made up of staff from agencies that are engaged in the EIR/EIS process and have relevant technical expertise relative to their working group subject areas. They provide technical input to the Project Team specific to the subject matter of their respective technical topics.
- Agency Air Technical Working Group (AATWG): This specialty group is made up of air quality agencies and other agencies engaged in the EIR/EIS process. This group provides technical input to the EIR/EIS related to health risk and air quality.
- Technical Advisory Committee (TAC): This group is comprised of technical experts from corridor jurisdictions, city and community staffs, and Funding Partner agencies who advise the Project Committee on technical aspects of the project.

Policymaking Groups
- Project Committee (PC): This committee is made up of elected officials and Funding Partner representatives who make recommendations to the Funding Partners and Caltrans on key assumptions and decisions in the EIR/EIS process.
- Executive Committee (EC): This high-level committee is comprised of representatives from Los Angeles County and the Funding Partner agencies, as well as the co-Chairs of the Project Committee. This committee provides policy direction and final recommendations to Caltrans and FHWA.

For more information about the project, its history, the community participation framework, public meeting schedules, and other opportunities for involvement, please visit metro.net/710eir or contact us at 213.922.4710 or 710eir@metro.net.
Project Alternatives Carried thru Scoping

- Projected 2035 "No Build" scenario, including projects approved in local regional transportation plans
- Transportation Systems Management/Transportation Demand Management/Intelligent Transportation Systems and Transit Improvements
- Maximum Goods Movement by Rail and/or Advanced (Green) Technologies for Goods Movement
- Arterial Highway & I-710 Congestion Relief Improvements
- Ten General Purpose Lane (GPL) Facility
  Option 5a: Widen to 10 GPL
  Option 5b: Widen to 8 GPL + 2 High Occupancy Vehicle Lanes
- Alternative 5 + 4 Separated Freight Movement Lanes

Recommended Screened Alternatives

Alternative 1
- No Build

Alternative 2
- No Build
- TSM/TDM/ITS and Transit

Alternative 3
- No Build
- TSM/TDM/ITS and Transit
- Advanced Technology
- Enhanced Goods Movement by Rail

Alternative 4
- No Build
- TSM/TDM/ITS and Transit
- Arterial Highway & I-710 Congestion Relief Improvements

Alternative 5a
- No Build
- TSM/TDM/ITS and Transit
- Arterial Highway & I-710 Congestion Relief Improvements
- Widen to 10 GPL

Alternative 5b
- No Build
- TSM/TDM/ITS and Transit
- Arterial Highway & I-710 Congestion Relief Improvements
- Widen to 8 GPL + 2 HOV

Alternative 6
- No Build
- TSM/TDM/ITS and Transit
- Arterial Highway & I-710 Congestion Relief Improvements
- Widen to 10 GPL
- 4 Freight Movement Lanes

Alternative 6A
- No Build
- TSM/TDM/ITS and Transit
- Arterial Highway & I-710 Congestion Relief Improvements
- Widen to 10 GPL

Alternative 6B
- No Build
- TSM/TDM/ITS and Transit
- Advanced Technology
- Enhanced Goods Movement by Rail
- Arterial Highway & I-710 Congestion Relief Improvements
- Widen to 10 GPL
- 4 Freight Movement Lanes (Zero Emission Trucks)