


Mobility. Environment. Community. Economy. Technology

I-710 Corridor Project EIR/EIS

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Engineering Report Project Status Update

presented to the

Technical Advisory Committee

January 22, 2014



Agenda Overview

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- Purpose and Need / Alternatives Refresher
- What's Changed Since the DEIR/DEIS
 - Context Sensitive Design
 - Traffic Forecasts
 - Air Quality
- Proposed Revisions to the Alternatives
- CEQA/NEPA Provisions



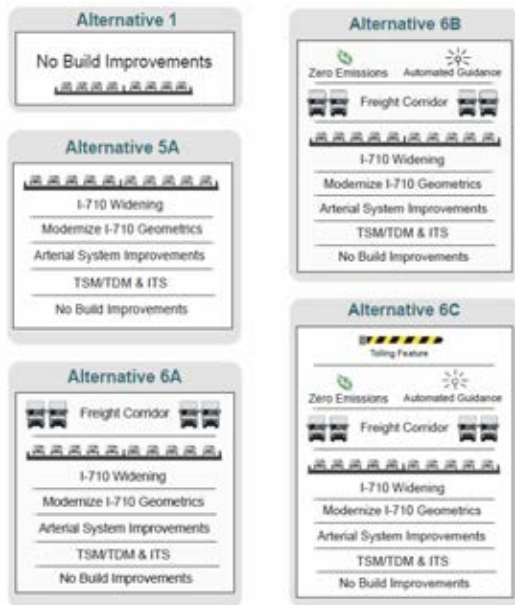
Background

- I-710 Corridor Purpose & Need:
 - Improve air quality and public health
 - Improve traffic safety
 - Address design deficiencies
 - Address projected traffic volume
 - Address projected growth in population, employment and economic activity related to goods movement

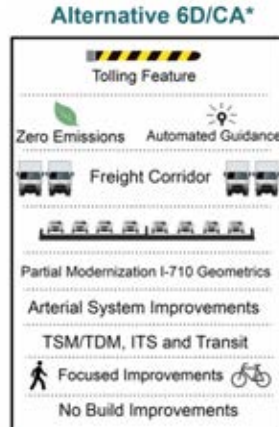
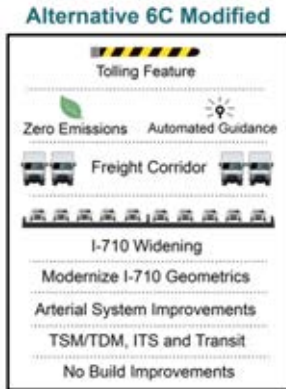
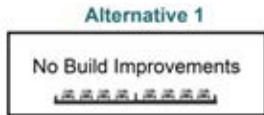


Draft EIR / EIS Project Alternatives

- NO BUILD IMPROVEMENTS**
- Planned and Committed Projects in 2008 RTIP
 - Enhanced Goods Movement by Rail
 - Clean Trucks Program
 - Expanded Night Gate Ops at Ports
 - I-710 Pavement Rehabilitation
 - Traffic Signal Coordination
- TSM/TDM and ITS**
- Ramp Metering
 - Improved Arterial Signage
 - Peak Period Parking Restrictions
 - Increased Transit Service
 - Upgraded Traffic Signals (ITS)
- ARTERIAL SYSTEM IMPROVEMENTS**
- Signal Timing Improvements
 - Local Arterial Intersection Improvements at 42 Locations
- I-710 WIDENING**
- Widen the I-710 up to 10 Lanes
 - Modernize Geometric Design of the Local I-710 Interchanges
- FREIGHT CORRIDOR**
- Separate Four-Lane Freight Corridor



RDEIR / DEIS Project Alternatives



* Physical/operational improvements only – other elements of CAT are also being studied.



What's Changed?

Context Sensitive Design Elements



Context Sensitive Design Elements

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- More current and detailed information on R/W constraints inform design
- Modernization of the freeway design has stakeholder agreement
- Cost and affordability will play a larger role in design
- Freight Corridor access remains constrained



R/W Constraints - Los Angeles River

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- The channel provides flood protection to neighboring communities along the corridor
- Modifications to the channel require Army Corp approval
- At many locations, columns to support the Freight Corridor must be located in the median of the freeway

Los Angeles River Channel



R/W Constraints - Electrical Transmission

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- Continuous electrical transmission is critical to regional and local power needs
- Modifications to these corridors require SCE & LADWP approval
- Relocation to city streets should be avoided

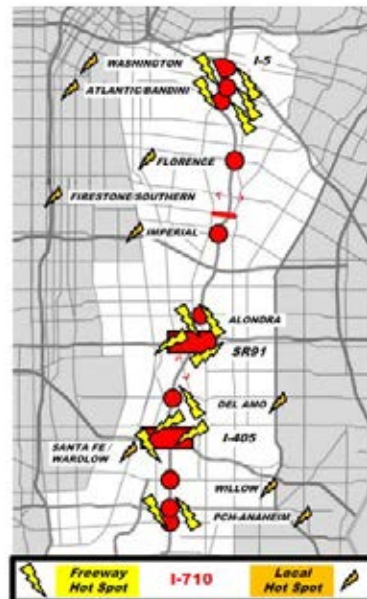
Electrical Transmission Corridors



Freeway Modernization

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- Agreement among stakeholders regarding need
- Improves traffic safety
- Reduces traffic congestion
- Nature of deficiencies are better understood at each location



Cost and Affordability

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- Will play a larger role in the assessment of alternatives in the RDEIR/DEIS
- On a year-of-expenditure basis, the Project Alternatives in the DEIR/DEIS were estimated to cost between \$4.4B and \$8.6B
- A Record-of-Decision can only be issued for a fundable project or a fundable phase of the project



Cost and Affordability

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- Federal financial assistance will be needed
 - A Financial Management Plan is required for project approval
- The Financial Management Plan must:
 - Include reasonable cost projections
 - Identify viable funding sources
 - Demonstrate committed funding sources are sufficient to complete the project as planned
- Metro is reassessing the amount of available funding



Freight Corridor Access

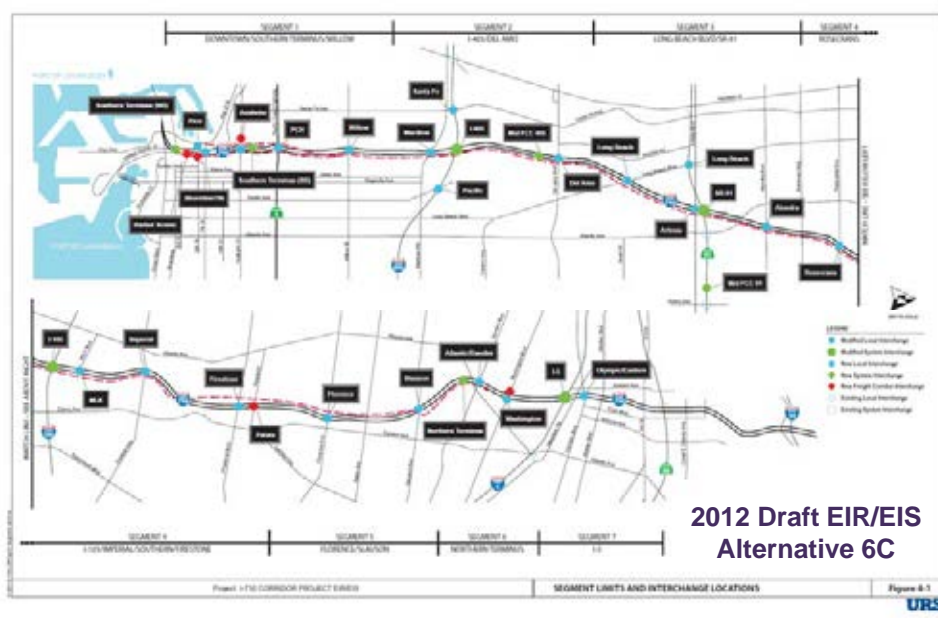
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- Freight Corridor utilization is based on both the number and location of access points as well as truck origin and destination patterns.
- Constraints affect both the number and location of the access points
 - Physical and R/W constraints
 - Operational constraints
 - Cost constraints
- Trade-offs remain between maximizing Freight Corridor utilization and addressing constraints
 - Higher utilization requires more access
 - More access has greater impacts



Corridor Interchange Locations

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Corridor Interchange Locations

