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I-710 Corridor Project EIR/EIS

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Recommendations for Next Steps in the Environmental Process

presented to the

Technical Advisory Committee

January 16, 2013



Recommendations

1. Proceed to develop a Recirculated Draft EIR / Supplemental EIS (RDEIR/SDEIS)
2. The RDEIR/SDEIS will use of a new set of assumptions for 2035
3. The RDEIR/SDEIS will refine and analyze the following alternatives:
 - a. **No Build**
 - b. **Alternative 6C Modified** (Widening and modernization of I-710 plus tolled, zero emission, automated Freight Corridor)
 - c. **Alternative 6D** (tolled zero emission, automated Freight Corridor with some modernization of I-710)

Recommendations (Cont.)

4. The RDEIR/SDEIS will include all comments received on the Draft EIR/EIS and responses to all comments
5. The RDEIR/SDEIS will be prepared with continuation of the robust I-710 Community and Agency participation framework

Environmental Update

Options for Completing the CEQA/NEPA Process

- 1) Proceed with a Final EIR/EIS that addresses public comments and identifies a Preferred Alternative, or
- 2) Revise Draft EIR/EIS to address design refinements, updated assumptions, and a new alternative; then recirculate for public review (extends schedule 12-18 months)

What's Changed

- SCAG 2012 RTP completed and adopted
- I-710 Utility Studies have developed more information on:
 - Relocation impacts
 - Freight Corridor structural requirements
 - Power requirements for the proposed catenary system
- Gerald Desmond Bridge D/B design changes

What's Changed (cont.)

- Additional agency feedback on proposed LA River impacts
- I-605/SR-91/I-405 Congestion Hotspot Feasibility Study completed
- Elimination of Patata St. freight corridor ramps
- Additional Caltrans feedback on geometrics and traffic operations

CEQA Draft EIR Recirculation

- When “significant new information” becomes known after Draft EIR has been circulated for public/agency review and comment
- “Information” can include changes in the project or environmental setting

Alternatives to be Studied

- Year 2035 No Build (revised)
- Alternative 6C Modified (Zero Emission Freight Corridor (Tolls, Automated Guidance)) with up to 10 General Purpose lanes with modernized design
- Alternative 6D (Zero Emission Freight Corridor (Tolls, Automated Guidance)) with maximum of 8 General Purpose lanes



Potential Modifications to Alternatives

- GDB ramp connections and avoidance of Occidental property
- SCE 66 Kv relocation avoidance
- I-710/I-105 interchange geometrics
- DWP Relocation LA River avoidance
- Elimination of Patata St. FC ramps
- Atlantic/Bandini interchange geometrics
- North End geometrics

Community Participation

- Continue to work with TAC, LACs, CAC and PC to refine alternatives
- Public/Agency review and comment on RDEIR/SDEIS
- Public Hearings

Next Steps

(assumes recirculation of Draft EIR/EIS)

- Develop revised schedule
- Update technical studies based on revised assumptions and design refinements
- Prepare Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS)
- Circulate RDEIR/SDEIS for public review/comment
- Respond to comments
- Identify Preferred Alternative
- Prepare Final EIR/EIS



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