



Corridor Advisory Committee

Meeting #2
January 21, 2009
6:00 p.m. – 8:30 p.m.
Progress Park
15500 Downey Avenue, Paramount

AGENDA

6:00 p.m.	I. Introductions and Agenda Overview	MIG
6:10 p.m.	II. Review Meeting #1 Summary	MIG
6:15 p.m.	III. Project Update <ul style="list-style-type: none"> ▪ Project Status and Schedule ▪ LACs ▪ Environmental, Transportation and Community Design/Local Economy Working Groups ▪ Project Committee Meeting – 1/29/09 	Project Team
6:30 p.m.	IV. Overview of Technical Studies <ul style="list-style-type: none"> ▪ Air Quality Protocols Update ▪ Railroad Goods Movement Study ▪ Alternative Technology ▪ Multi-Modal Review ▪ Initial Feasibility Analysis – Cargo Forecast ▪ LAC and TAC Conceptual Plan Review 	Project Team <i>Committee Discussion</i>



Metro



7:30 p.m.

V. Introduction to Screening Methodology

Project Team
Committee
Discussion

8:15 p.m.

VI. Next Steps

MIG

8:30 p.m.

Adjournment

SUMMARY OF PRESENTATION REPORTS

Various initial studies are in final form. These initial studies are critical to making a decision in the next few months on selecting alternatives and defining the project elements in more detail to be evaluated in the EIR/EIS in 2009.

One of the key project elements that is needed for evaluation of the alternatives in the EIR/EIS is selection of a port growth scenario. At its previous meeting, the PC approved the following three port growth scenarios for this evaluation:

1. Scenario 1: High cargo growth demand forecast (42.7 M TEU's), high on-dock rail capacity, no new near-dock railyard facilities.
2. Scenario 2: High cargo growth demand forecast (42.7 M TEU's), high on-dock rail capacity with new near-dock railyard facilities (ICTF expansion and SCIG).
3. Scenario 3: Low cargo demand forecast (28.5 M TEU's), low on-dock rail capacity, no new near-dock railyard facilities.

The next step in this process is to evaluate these three port cargo growth scenarios and assess any differences leading to a selection to be used in the evaluations in the EIR/EIS. This analysis is contained in the Initial Feasibility Analysis (IFA). However, a number of other factors and studies affect this analysis in the IFA. These include railroad goods movement, alternative technology and multi-modal transit. Therefore, the results of the IFA will be presented along with the results of these other studies.

The results of the final reports to be presented include the following:

1. Railroad Goods Movement Study
2. Alternative Technology Study
3. Multi-Modal Transit Report
4. Initial Feasibility Analysis

A short description of each of these studies follows:

1. Railroad Goods Movement Study

The purpose of this study is to assess possible Class I railroad mainline and intermodal facility capacity constraints which could cause a diversion from rail to truck transport in the LA Basin. This includes consideration of the current approximate 15.8 M TEU's being transported through the two ports versus potential future container volumes of 28.5 M and 42.7 M TEU's. Critical railroad mainline components that are analyzed include the following:

- Alameda Corridor
- BNSF mainlines
- UP mainlines

The impacts of other railroad components are also included in the study and include an evaluation of the on-dock, near-dock and off-dock intermodal rail yards (size, location and capacities).

2. Alternative Technology Study

The purpose of this study is to provide a single generalized definition encompassing a range of alternative technologies for possibly moving cargo containers to and from the two ports. The study includes an evaluation of various alternative technologies, their capabilities to move containers (including capacity calculations) and an estimate of costs.

3. Multi-Modal Transit Report

The objective of this report is to determine and assess all other modes of transportation in the I-710 Corridor that could reduce or relieve traffic on I-710. The report compiles and examines operational characteristics on existing or planned multi-modal passenger and goods movement improvements in and near the I-710 Corridor. Additionally, the effort will identify potential impacts on the I-710 Corridor Project Alternatives on other modes of transportation.

4. Initial Feasibility Analysis (IFA) Study

The Initial Feasibility Study presents the results and findings of an initial assessment of accommodating various port cargo growth scenarios, given potential limitations of the transportation system in the I-710 corridor and the rail system in the LA Basin. The report has the objectives to address the following:

- a. To evaluate how growth in different sources of vehicle traffic in the corridor will impact congestion and the ability of potential alternatives to meet the Purpose and Need for the project.
- b. To evaluate how various reasonable port cargo growth scenarios will impact congestion and the ability of potential alternatives to meet the Purpose and Need for the project.
- c. To evaluate how maximum, rail utilization, given potential rail capacity opportunities and constraints, affects the feasibility of meeting Purpose and Need objectives under the alternative port cargo growth scenarios.
- d. To evaluate the feasibility of meeting project Purpose and Need objectives under the various port cargo growth scenarios if TSM/TDM and alternative goods movement technologies are considered.

At the conclusion of the IFA, a decision was made as to which of the port cargo growth forecasts to carry forward for the analyses in the EIR/EIS.

After review of these studies the TAC will be making the following recommendations to the PC for its review and consideration: Proceed with the High Port Cargo Growth Scenario (Scenario 1, without near-dock railyard expansion to be used in the Alternative Screening Analysis). The IFA Analysis did not indicate many differences in transportation impacts between the three scenarios; therefore, therefore the TAC is recommending this scenario, with consideration at a future date of possible near-dock railyard expansion because of the following:

1. It is consistent with a conforming RTP
2. It represents the probability of the maximum impacts that can be reasonably mitigated
3. It addresses the Purpose and Need for the project
4. Consideration of the High Growth Scenario with Near-Dock Railyard Expansions can be considered in a future analysis