Recommended RDEIR/SDEIS Alternatives

presented to the

Long Beach I-710 Oversight Committee

May 6, 2014

Metro · Caltrans · Gateway Cities Council of Governments · I-5 · Port of Long Beach The Green Port · The Port of Los Angeles · Southern California Association of Governments

Overview of Presentation

- Where We Are in the Process
- What's Changed Since We Circulated the I-710 Corridor DEIR/DEIS
- How We Improved the Range of Alternatives to Meet Purpose and Need
- Proposed Alternatives for the RDEIR/SDEIS (Alternative 7 and Alternative 5C)
- What Happens Next

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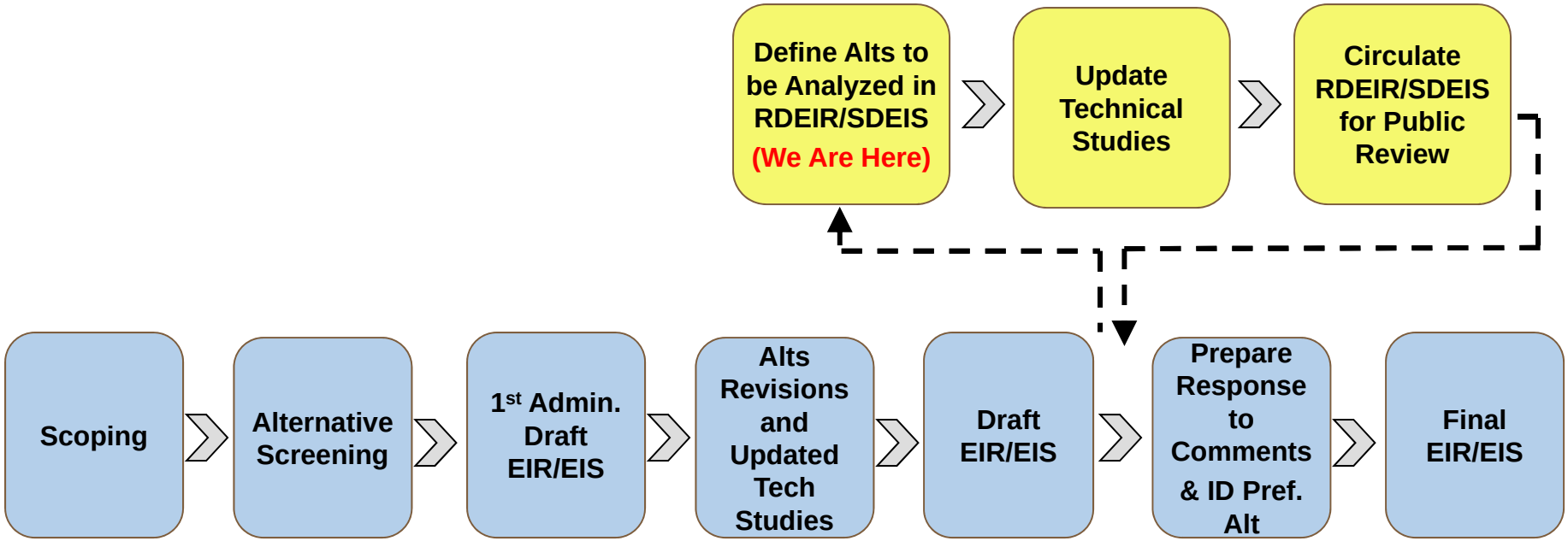
Key Milestones - Current Process

I-710 Corridor Recirculated Draft EIR / EIS



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What's Changed?

- Context Sensitive Design Elements
- Updated Traffic Forecasts / Truck Patterns
- Air Quality

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Context Sensitive Design Elements

- More current and detailed information on R/W constraints has led to a better informed design
- Need to modernize of the freeway design has stakeholder agreement
- Cost and affordability will play a larger role in design
- Freight Corridor access remains constrained

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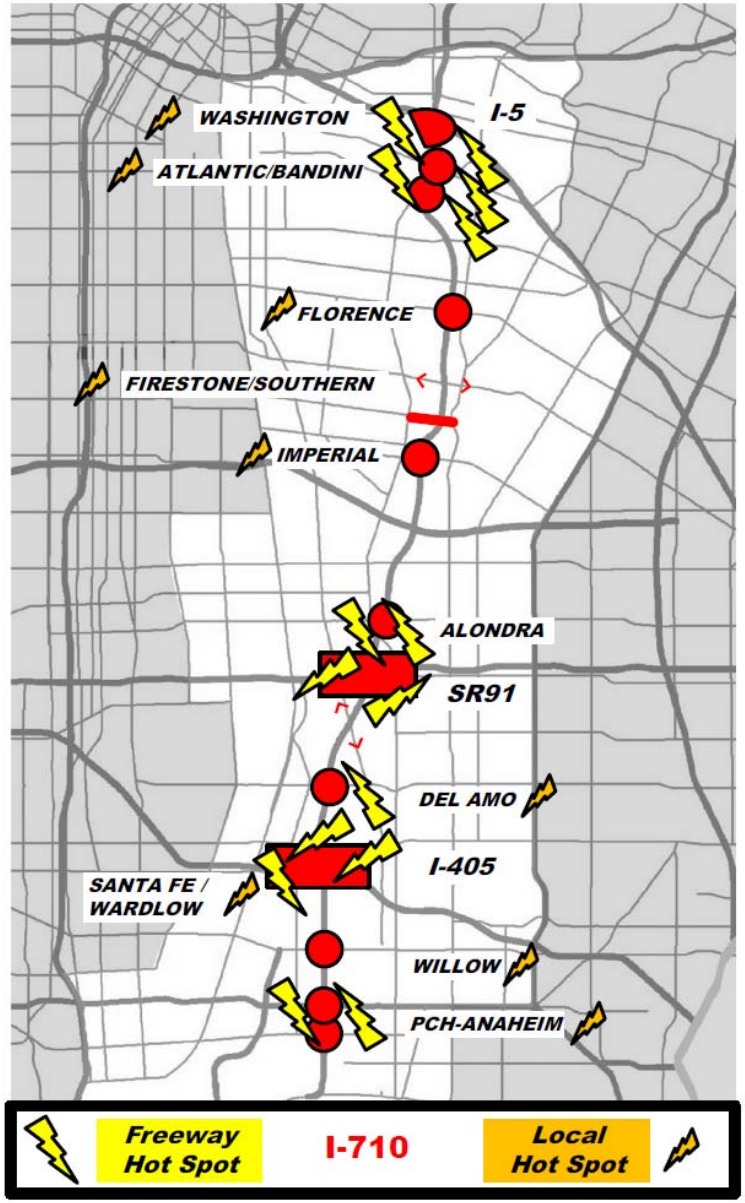
Context Sensitive Design - Freeway Modernization

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



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Traffic Forecasts: What's Changed?

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What's Changed?

Updates in Key Travel Demand Inputs:

- Status of SCIG / ICTF
- Status of SR-710
- Transload Truck Patterns
- New Traffic Count Data / Detailed Truck Class Counts
- 2012 SCAG RTP / Regional Travel Demand Model
- 2035 Socio-Economic Projections
- Modeling Tools: Greater Sensitivity to Tolls
- Port Cargo (TEU) Projections
- Variability in Modeling Input Factors

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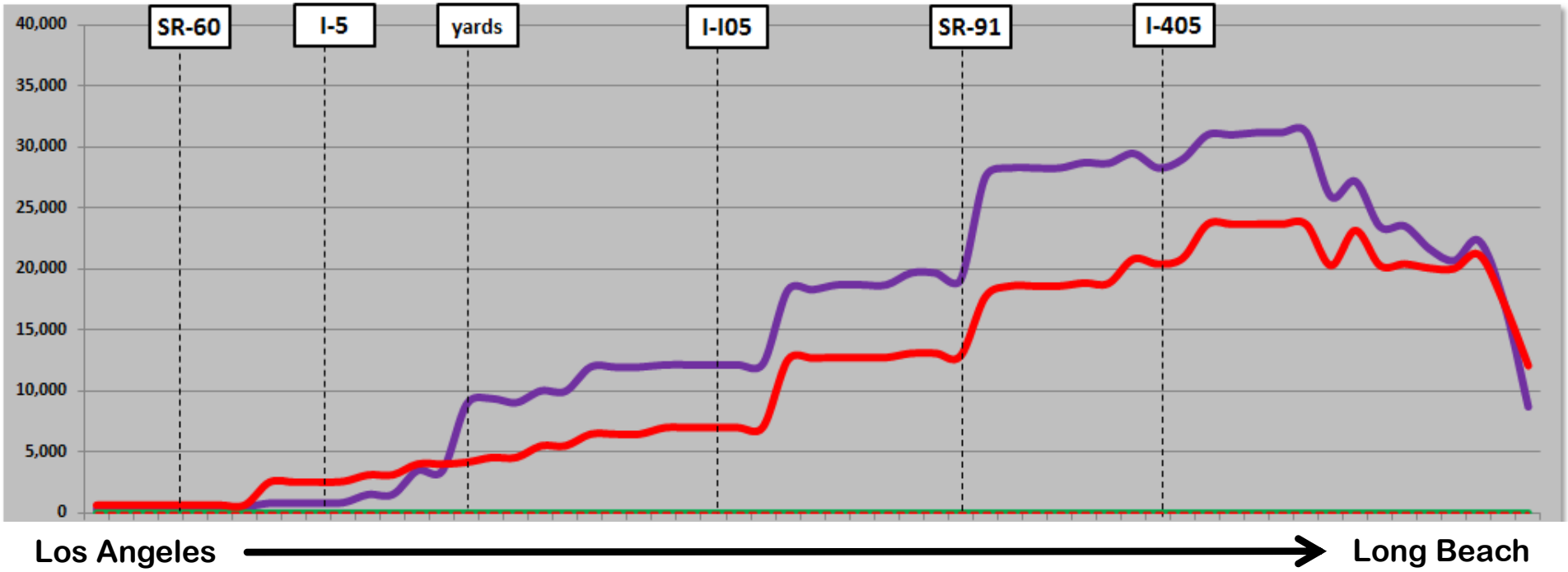
Daily Port Trucks – 2035 No Build

Comparison of I-710 Corridor Port Truck Volumes (Southbound Direction)



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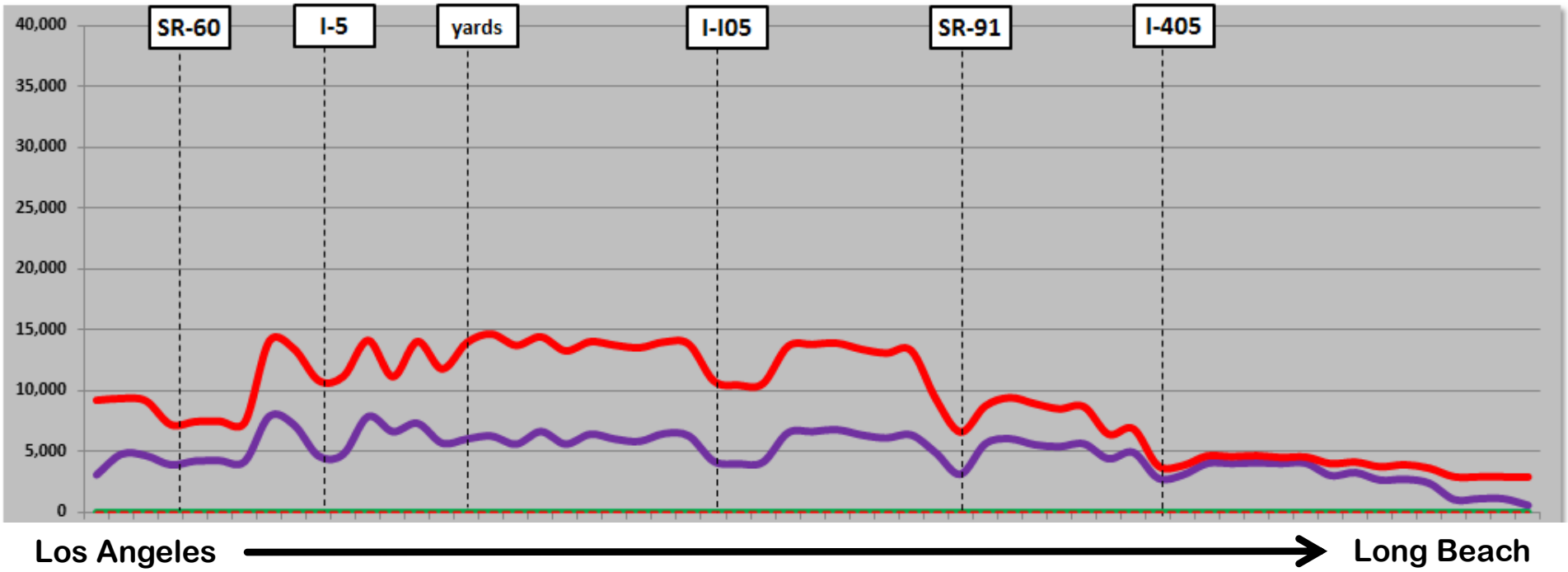
Daily Non-Port Trucks – 2035 No Build

Comparison of I-710 Corridor Non-Port
Truck Volumes (Southbound Direction)



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Air Quality – What Can We Expect?

- **Vehicle fleet (trucks, autos) is cleaner today (2013-2014)**
  - Previous analysis: Base Year = 2008
  - Updated analysis: Base Year now 2013-2014
  - Positive effect of current efforts (i.e., Ports' Clean Truck Programs, ARB Truck rules, Incentive Programs)
- **Port and Non-Port Trucks**
  - Diesel Particulate Matter (DPM)
  - Updated analysis: Year 2035 Conditions, latest emission factors
  - Less room for improvement between 2014 and 2035 because of reductions between 2008 and 2014.

Air Quality – What Can We Expect?

- **Nitrogen Oxides (NOx): Increasing Concern**
  - Near Roadway Health Effects
  - Increasing concerns by Regulators, Environmental, and Community Groups
  - More stringent NOx standards
- **Cleaner Fleet Improves NOx**
  - Cleaner fleet today (2013-2014) compared to 2008
  - Updated analysis: Year 2035 Conditions

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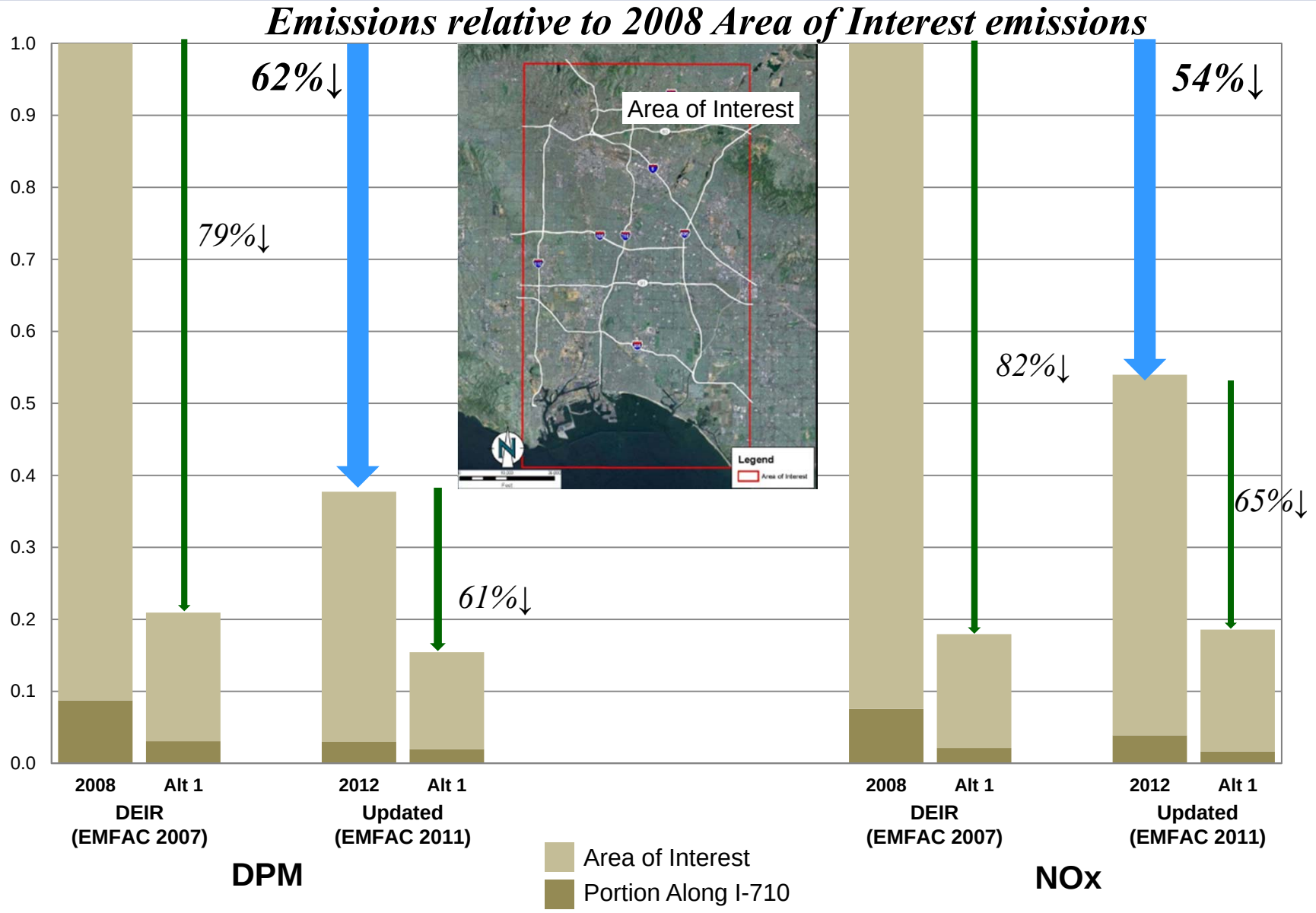
Peek Ahead: Updated Emissions



Updated Approach

Revise the Range of Alternatives to:

- Better Respond to Purpose and Need
- Incorporate New Data
- Use the Most Current Adopted Information (2012)
- Be Fundable & Affordable
- Facilitate and Enhance Use of Zero Emissions / Near Zero Emissions Vehicles

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Purpose and Need

- 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

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Improved Range of Alternatives

- Include I-710 Freeway build elements of “Community Alternative 7” to form Alternative 7
- Include Project air quality and health benefit strategies
  - ZE/NZE Freight Corridor (lower expected benefits than in DEIR/DEIS)
  - programmatic approaches to increase number of ZE/NZE Trucks and improve public health (incentive programs, exposure reduction programs, etc.)
- Assess locations of Freight Corridor ingress/egress, as possible, to encourage utilization
- Eliminate Freight Corridor tolling to increase utilization
- Incorporate freeway modernization design features to improve safety and operations

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Improved Range of Alternatives (Continued)

- *Be More Affordable*. Reduce project costs (Construction & Right of Way) relative to project benefits (AQ, Safety, & Travel).
- *Be More Flexible*. New transportation infrastructure should accommodate:
  - Future changes in travel markets and patterns
  - Future changes in goods movement logistics
  - Project Phasing (ability to construct the project in phases as funding becomes available)

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Recommendation:
RDEIR/SDEIS Alternatives

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Recommendation

I-710 Corridor RDEIR/SDEIS to Analyze **Two Build Alternatives** in addition to the No Build Alternative**:**

- **Alternative 7** (ZE/NZE Freight Corridor with I-710 Freeway Safety and Operational Improvements)
- **Alternative 5C** (Added Freeway General Purpose Lanes with enhanced I-710 Freeway Safety and Operational Improvements)

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Recommendation

Both Alternative 7 and Alternative 5C include:

- Maximum Goods Movement by Rail
- TSM/TDM/ITS Improvements
- Transit Improvements
- Arterial Improvements
- Active Transportation Improvements
- Consideration of Public-Private Partnership (PPP) for Financing, Delivery, and Operation
- ZE/NZE Truck deployment enhancement programs

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Alternative 7

I-710 Freight Corridor

- Limits: Pico Ave. to Washington Blvd.
- Use: ZE/NZE Trucks Only
- Section: 4 Lanes (2 per direction)
- Access: 4 System Connections / 4 Local Connections
- Tolls: None

I-710 Freeway General Purpose Lanes

- Limits: Ocean Blvd. to SR-60
- Use: Autos and Trucks
- Section: Existing Through Lanes (3 - 5 lanes per Dir.)
- Access: Multiple

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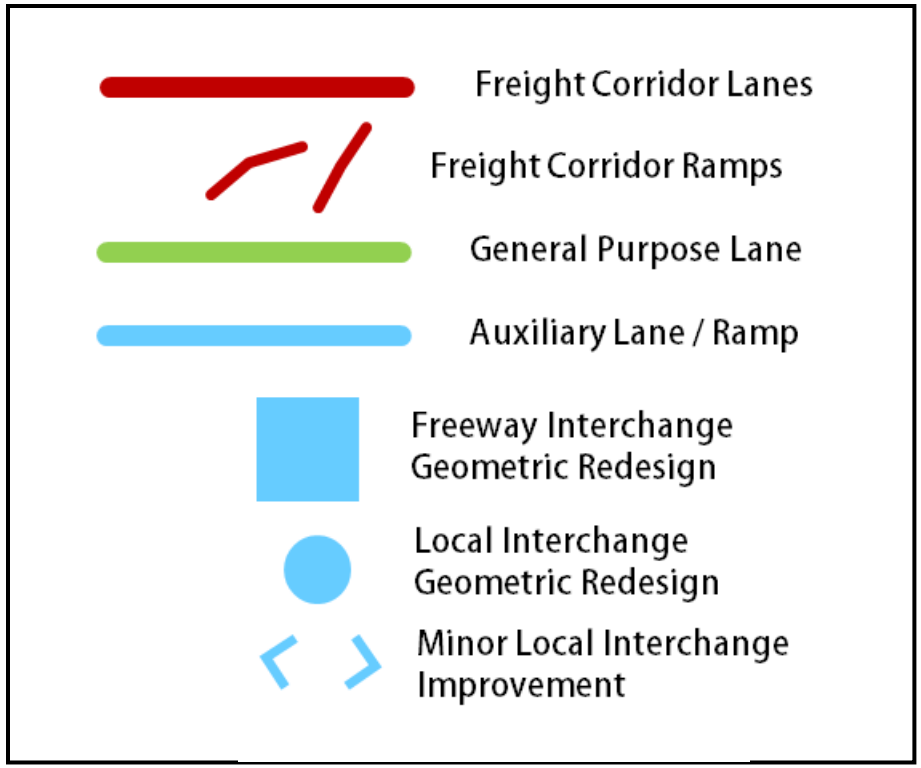
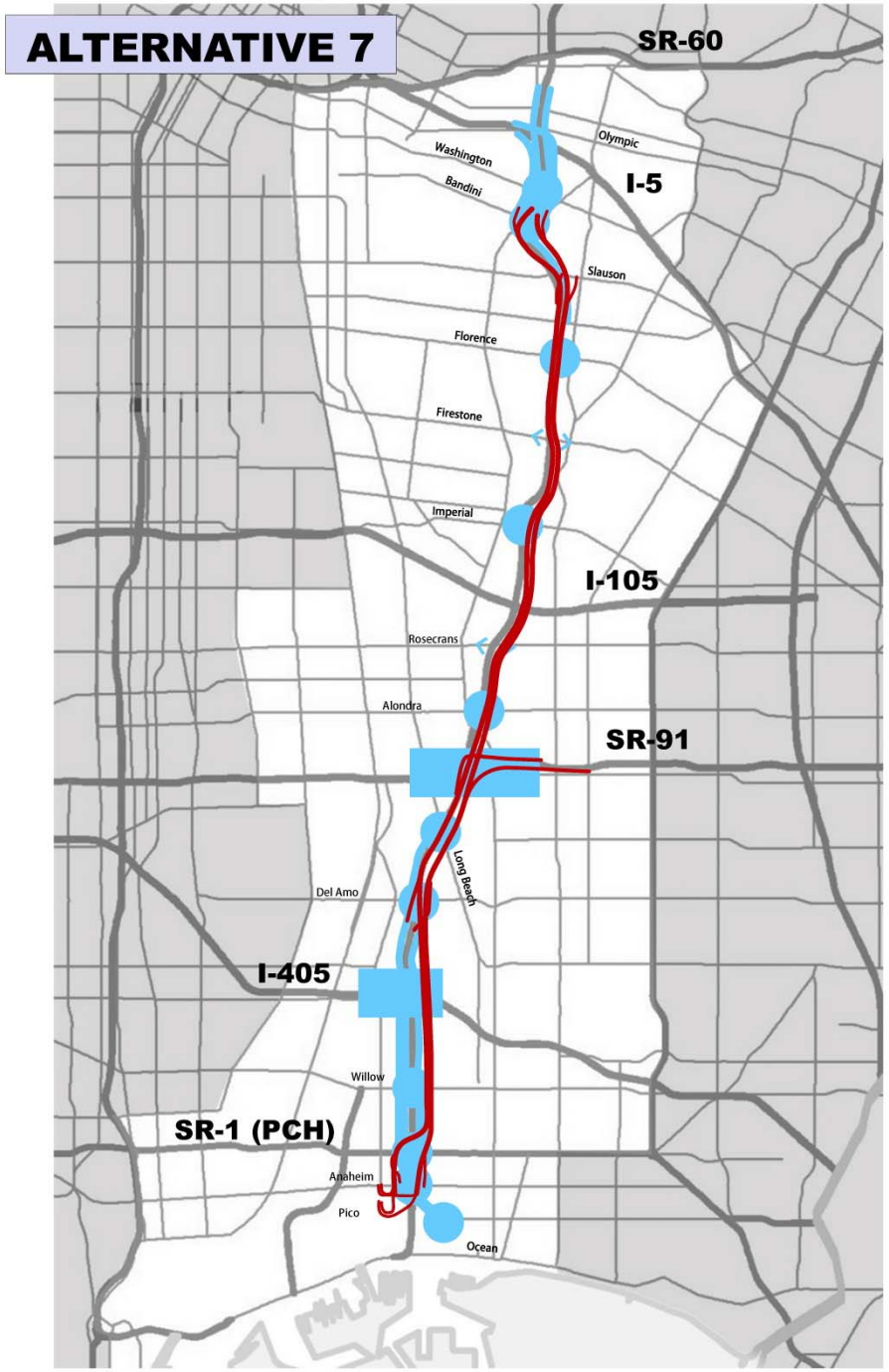
Alternative 7





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Alternative 5C

I-710 Design Features to Reduce Auto/Truck Conflicts

- Collector-Distributor Lanes
- Connector-Ramp Braiding
- Truck Bypass Lanes
- Buffered Lanes

I-710 Freeway General Purpose Lanes

- Limits: Ocean Blvd. to SR-60
- Use: Autos and Trucks (4 – 5 lanes per direction)
- Section: Existing Through Lanes + Additional Through Lanes for capacity deficient segments
- Access: Multiple

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ALTERNATIVE 5C

Truck Bypass Lane

Buffered Downtown Only Lane

General Purpose Lane

Auxiliary Lane / Ramp

Freeway Interchange Geometric Redesign

Local Interchange Geometric Redesign

Minor Local Interchange Improvement

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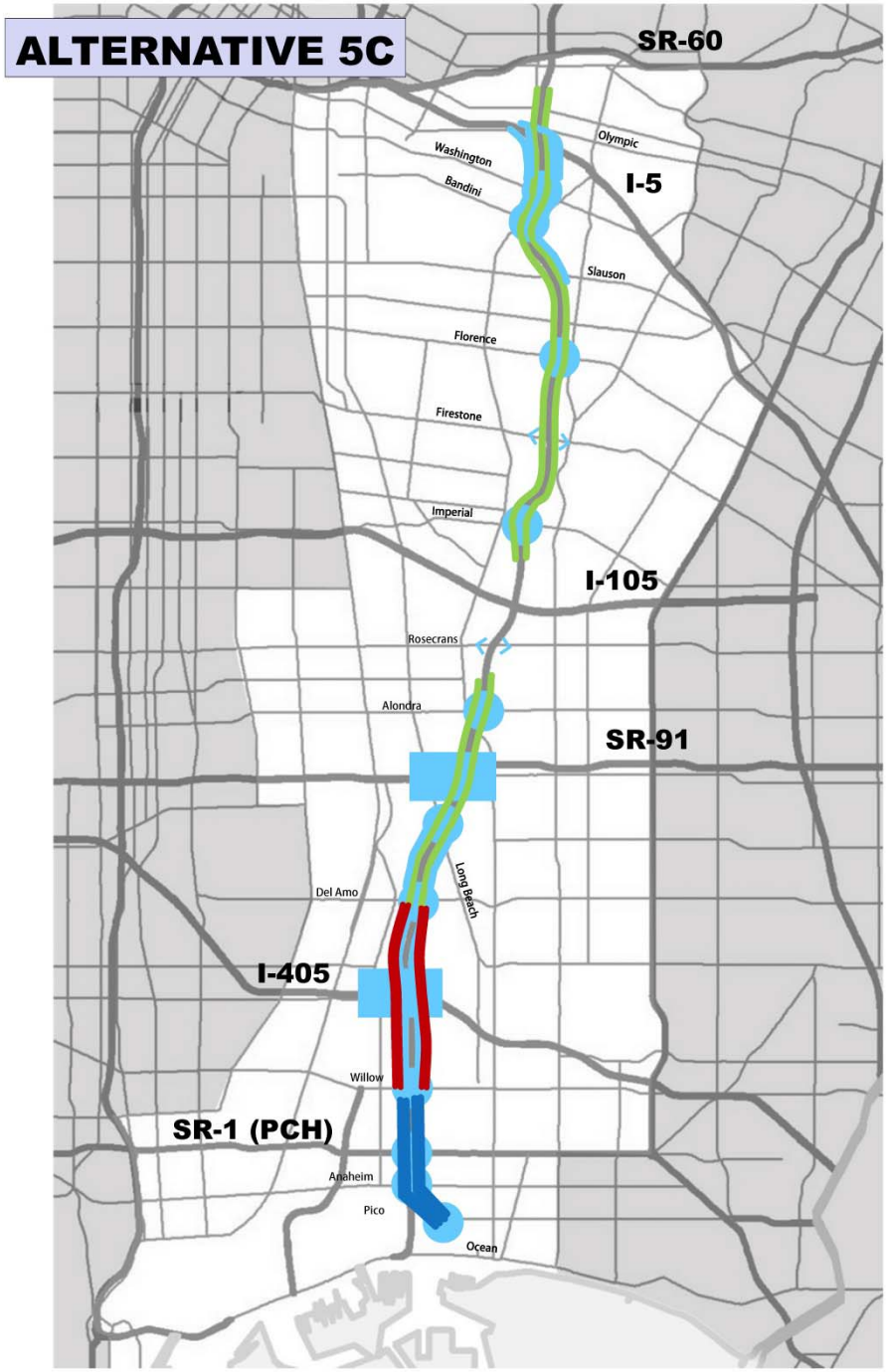

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Extensive Consultation (Jan – May 2014)

- **TAC**
- **TAC Members & City Staff**
  - Paramount, Maywood, Bell, Signal Hill, Commerce, Carson, Los Angeles County, Vernon, South Gate, Downey, Long Beach, AQMD, POLA, POLB
- **CAC**
- **LACs**
  - South Gate, Carson, Commerce, East Los Angeles, among others
- **Stakeholders**
  - SCE, ACOE, CEHAJ, Bell Shelter Partnership
- **Caltrans and FHWA**

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RDEIR/SDEIS Schedule

- Project Committee recommendation – RDEIR/SDEIS Alternatives (May 2014)
- Complete preliminary design and traffic forecasts for use in updated studies (July 2014)
- Complete updated engineering and environmental studies of alternatives (Early 2015)
- Circulate RDEIR/SDEIS for public review (Early 2016)
- Identify Preferred Alternative (Mid 2016)
- Complete Final EIR/EIS (Early 2017)
- Project Approval/Record of Decision (Early 2017)

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