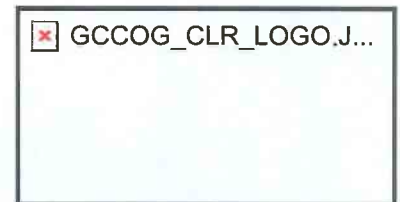


City of Long Beach - Transportation Update

- Strategic Transportation Plan
- Active Transportation
- I-710 Sound Wall Early Action Plan Update
- I-710 Engineering & Environmental Update

Presented to: City of Long Beach
Presented by: Jerry R. Wood
Director of Transportation and Engineering
Gateway Cities Council of Governments



May 2013

COG2013\2013 - POWER POINTS for JRW Prez\GC STP MATERIALS\STP-Long Beach\LONG BEACH - Transportation Update, 5-13-13.pptx





GATEWAY CITIES

Strategic Transportation Plan



Strategic Transportation Plan

Creating a world-class multimodal transportation system

Strategic Transportation Plan



GATEWAY CITIES
REGIONAL COOPERATION



Metro

Gateway Cities Area

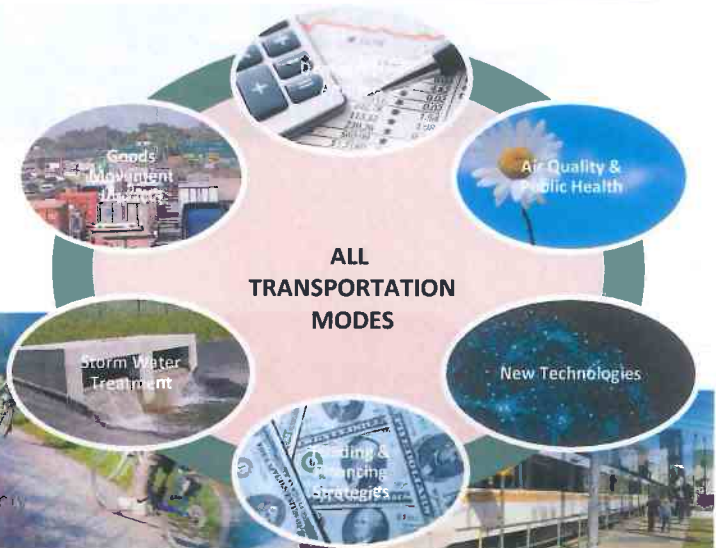


The purpose of the Gateway Cities Strategic Transportation Plan is to develop a unified, subregional multimodal transportation improvement strategy by Spring 2014.

- Artesia
- Avalon
- Bell
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Cudahy
- Downey
- Hawaiian Gardens
- Huntington Park
- La Habra Heights
- La Mirada
- Lakewood
- Long Beach
- Lynwood
- Maywood
- Montebello
- Norwalk
- Paramount
- Pico Rivera

Analysis of all transportation modes

- Arterial Highways
- Freeways
- Local and Regional Transit
- Park & Ride Lots
- Active Transportation
- Goods Movement & Logistics
- Transportation Technologies (ITS)
- Truck Enforcement



Strategic Transportation Plan

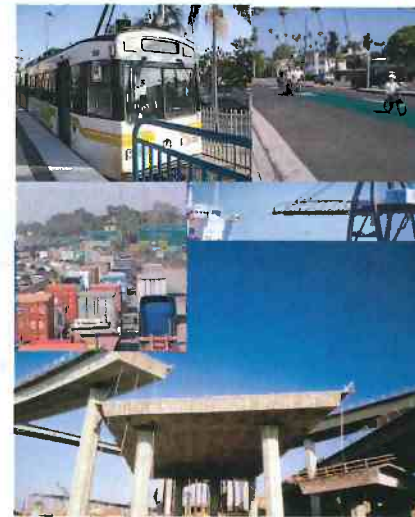
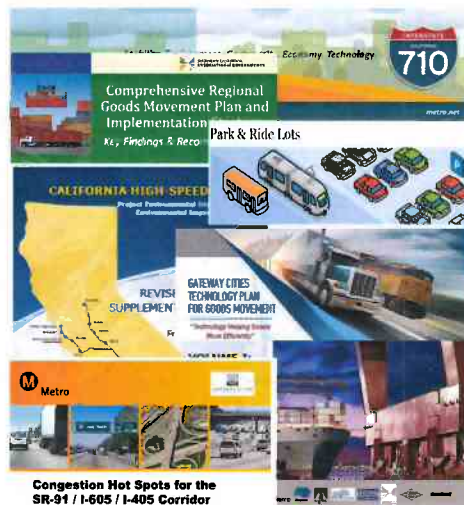


The Plan will foster regional coordination and collaboration among stakeholders, leading to reduced roadway congestion, improved air quality, a stronger economy and a better, healthier quality of life within Gateway Cities.

Integrate existing transportation plans & studies

Refine project ideas & identify new projects

Develop tools to analyze systemwide interactions



Regional Coordination and Collaboration

GATEWAY CITIES NEIGHBORS

- OCTA
- South Bay Cities COG
- San Gabriel Valley COG
- City of Los Angeles
- Others

PARTNER AGENCIES/STAKEHOLDERS

- Caltrans
- SCAG
- LA County
- Ports of LA & Long Beach
- Others



Strategic Transportation Plan



GATEWAY CITIES
A COMMITMENT TO COMMUNITY



Metro

Integrate Existing Projects & Other Sub-Regional Efforts

CORRIDOR STUDIES

▪I-405 Corridor

- Cherry Ave. Interchange
- MTA Express Lanes
- Truck Enforcement Site
- Coordination with OC and SBC COG

▪I-405/SR-91/I-605

- Congestion Hot Spots Feasibility Study
- Project Study Reports

▪I-710 Corridor

- DEIR Coordination and Update
- Freight Corridor
- I-5 Interchange
- SR-91 Interchange
- Truck Enforcement Site

▪I-5 Corridor Improvements

▪I-105 Alameda St. Interchange

▪SR-710 North Study

▪Arterial Network (Master Plan)

RAIL, TRANSIT, BIKE & PEDESTRIAN

▪Rail, Transit, Bike & Pedestrian

- LOSSAN Rail Corridor & HSR
- Metrolink Plans
- Metro Blue & Green Line Plans
- Park & Ride Lot Expansions
- ECO/Pacific Electric Transit Corridor
- Gold Line Extension Alternatives
- Regional and Local Bus Service
- Active Transportation

▪Goods Movement

- East-West Freight Corridor
- Technology Plan for Goods Movement
- Logistics Facilities
- Gerald Desmond Bridge Replacement

OTHER SUB-REGIONAL EFFORTS

▪Air Quality and Health

- Air Quality Action Plan
- I-710 Air Quality/Health Risk Assessment
- SB 375 Sustainable Communities Strategy
- Updated Air Quality Analysis
- Stormwater Treatment

▪Transportation Technology Deployment

- Arterial & Freeway Smart Corridors
- Freight Data Warehouse
- Traveler Information
- Automated Truck Research
- Truck Enforcement
- Zero-Emission Truck Corridor

**UNDERSTANDING THE CONNECTIONS
BETWEEN TRANSPORTATION PROJECTS
IN GATEWAY CITIES**



Strategic Transportation Plan



Refine & Indentify New Projects

Add to wealth of existing project ideas

Master Plan for Arterial Highways

New Arterial Highways & Safety Projects

Active Transportation Master Plan



New Transit & Park-and-Ride Analyses



Assessments of Goods Movement & Related ITS Projects



Strategic Transportation Plan



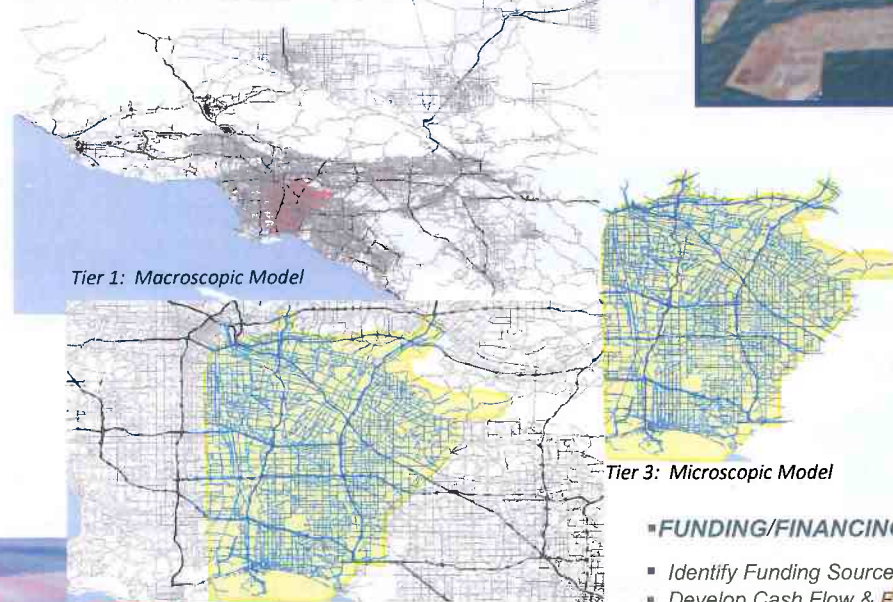
Develop New Tools to Analyze Systemwide Interactions

All transportation modes will be studied together with a focus on demographic analysis, air quality and public health, storm water treatment, goods movement impacts, new technologies, and funding and financing strategies.

The new tools with which to develop the Gateway Cities Strategic Transportation Plan include:

- 3-TIER TRAVEL DEMAND & SIMULATION MODEL
- AIR QUALITY PROJECTION MODEL
- TRANSPORTATION TECHNOLOGY DEVELOPMENT
- ZERO EMISSION FREIGHT CORRIDOR DEVELOPMENT STUDY
- FUNDING/FINANCING MODEL & STRATEGIES

▪ 3-TIER TRAVEL DEMAND & SIMULATION MODEL



Tier 1: Macroscopic Model

Tier 3: Microscopic Model

Tier 2: Intermediate Model

- Develop performance measures
- Develop system improvement scenarios
- Run models to evaluate improvement scenarios
- Identify key infrastructure investments
- Can be used by agencies to plan for the future

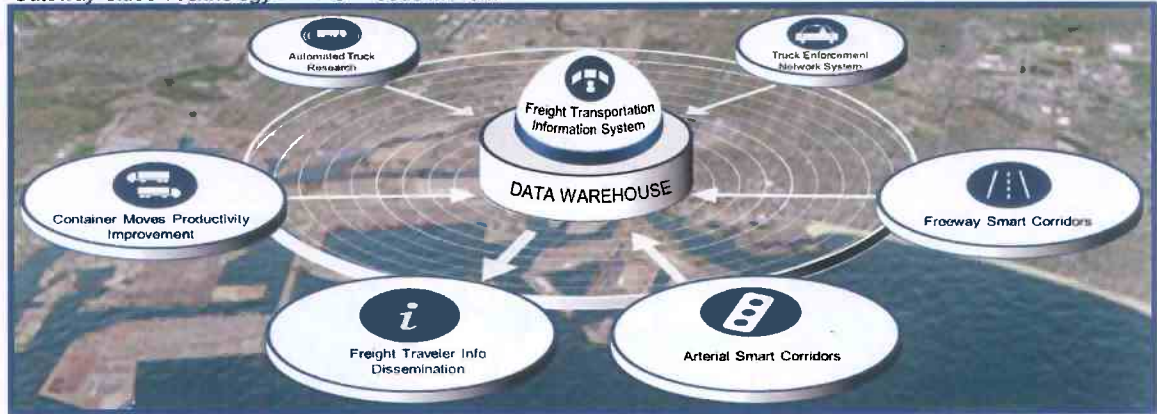
▪ FUNDING/FINANCING STRATEGIES

- Identify Funding Sources
- Develop Cash Flow & Financial Model
- Target Funding and Financing Solutions

A detailed financial plan will be developed for projects in the Gateway Cities area, including a viable strategy to position GCCOG high-priority projects for successful implementation.

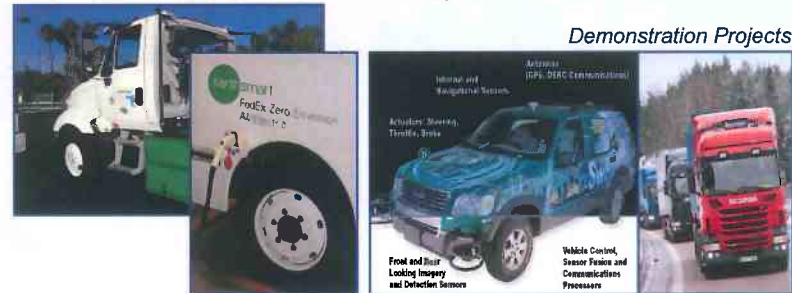
▪ TRANSPORTATION TECHNOLOGY DEVELOPMENT

Gateway Cities Technology Plan for Goods Movement



▪ ZERO EMISSION FREIGHT CORRIDOR DEVELOPMENT STUDY

Zero Emission Truck Commercialization Study



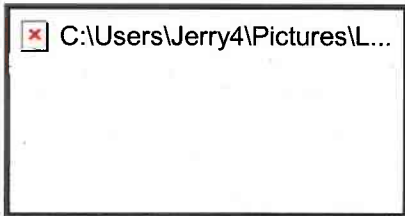
▪ AIR QUALITY PROJECTION MODEL UPDATE



Strategic Transportation Plan



What's In It for the Gateway Cities?



2013



2014

Achieve Local Goals:



Regional Collaboration & Coordination



Establish Project Interrelationships & Finalize Improvements



Continue to Develop Subregional Air Quality Model



New Traffic Model for use by Gateway Cities Jurisdictions



Updated Demographic Analysis & Assessment



Cutting Edge Technology Designs & Plans, Including Zero-Emission Trucks



New Active Transportation & Highway Master Plans



Storm Water Treatment Options



New Funding & Financing Strategies

Strategic Transportation Plan



Selected Plan Aspects with Direct Effect on Long Beach

Long Beach Projects



Long Beach Projects

- Eco-Rapid Transit
- Active Transportation (see next slide)
- Local Arterial Highways
- I-710
- On Dock Yards / SCIG
- Further Air Quality Analysis
- Early Action Sound Walls
- Shoemaker Bridge Project

Introduction

The City of Long Beach is striving to become the most bike-friendly city in America, a place where cycling is a safe, viable, and preferred mode of transportation. The City is continuously making bold strides to realize this vision through the implementation of innovative projects and programs. The City retained the NewBlue 1,000 Bicycle and Pedestrian Access Plan to assess and recommend potential infrastructure and safety improvements to increase bicycling and walking to meet Metro Blue Line light rail transit (LRT) stations in Long Beach. Providing alternative transportation options is critical to Long Beach for a full 35 percent of the City's households (25,000) do not own or have access to a vehicle (1). Census.

The stations studied for this project are:

- Pacific Station
- Transit Mall
- 1st Street Station
- 5th Street Station
- Anaheim Station
- Pacific Coast Highway (PCH) Station
- Willow Station
- Wardlow Station
- Del Amo Station

Each of the stations lacks adequate bicycle and pedestrian connectivity, underscoring the need to improve on-site and access to facilities use of the Metro Blue Line. The project involved extensive public outreach, the development of access plans for each station, and identification of key priority projects for each station.

Public Outreach

Three interrelated public meetings and community meetings, the Long Beach community has been involved in every step of the development of this plan. Increasing connectivity and access to transit can serve multiple recovery objectives including disaster and recovery, traffic congestion, health and economic, and a more equitable and efficient transportation system. Through this project, the public was engaged in a meaningful discussion about how to improve the pedestrian and bicycling environment around Metro Blue Line stations and throughout Long Beach.

Access Plans

Access recommendations focus on a one-half-mile radius surrounding each station, as this is a reasonable distance to walk for most people. Because bicycling can travel at transit stations from distances greater than one-half-mile, the plan also identifies opportunities for accessing bicycle facilities beyond a half-mile radius.

Priority Projects

As the city is applying for grant funding, this planning effort identified projects that have community support and strong funding potential. Planning level concept studies for the top three on four priority projects around each station have been developed to assist in future grant applications. Additional feasibility studies may be required for some projects.



Strategic Transportation Plan



GATEWAY CITIES
COUNCIL OF GOVERNMENTS



Metro

Selected Plan Aspects with Direct Effect on Long Beach

Active Transportation Element

Safety

- Identify existing and proposed bicycle facilities (per City plans)
- Review with GCCOG TAC and member cities
- Create GCCOG map of planned facilities
- Develop up to 10 Regionally Significant Active Transportation projects*
- Identify local and state policies and best practices

Bicycle Element

- Identify local practices supporting pedestrian mobility
- Summarize best practices (state and national)
- Identify significant pedestrian features (existing)
- Recommend pedestrian improvements at locations of regional significance (transit hubs, major commercial corridors, etc.)



Pedestrian Element

- Summarize Collision Data
- Identify "hot spots" (need city feedback on comfort)
- Local safety initiatives
- Tools and best practices (state and national)



Access to Transit

- Identify existing and proposed bicycle and pedestrian features adjacent to major transit hubs
- Recommended additional features and timing of construction relating to transit projects

Public Health/Fitness

- Research national literature on linkage between active transportation and fitness
- Summarize savings in medical costs relating to increased physical activity



Relevant Studies in GCCOG

State Plans & Policies

- Caltrans Complete Street Policy (DD 64-R1)
- Active Transportation Program
- AB 1358
- AB 32 and SB 375

County & Regional Plans

- Los Angeles County Bicycle Plan
- SCAG 2012 RTP/SCS
- Gateway Cities COG SCS
- Metro Bicycle Transportation Strategic Plan

Local Plans

- Compton
 - Compton Creek Regional Garden Park Master Plan
- Lynwood
 - Draft Bicycle and Pedestrian Transportation Plan

Long Beach

- Blue Line Bicycle and Pedestrian Access Plan
- Bicycle Master Plan

- Signal Hill
 - Walkways and Trails Map

- South Gate
 - Green City Element
 - Healthy Community Element

- Whittier
 - Greenway Trail Map

Strategic Transportation Plan



GATEWAY CITIES
COUNCIL OF GOVERNMENTS



Metro

This plan will result in a document that systematically frames decisions about future transportation infrastructure investments and associated economic development. It will ensure that Gateway Cities gets useful mobility options and congestion relief benefits in the most cost effective, environmentally safe manner.



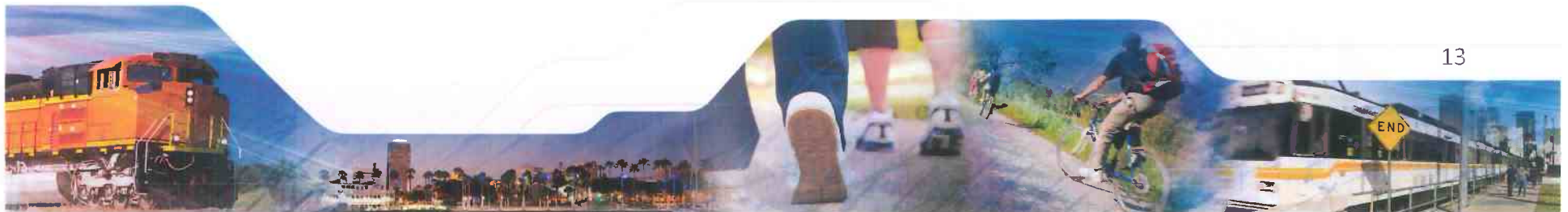
Active Transportation Element





Major Components of Active Transportation Element

- Safety
- Bicycle Element
- Pedestrian Element
- Access to Transit
- Public Health/Fitness



Safety

- Summarize Collision Data
- Identify “hot spots” (need city feedback on comfort)
- Local safety initiatives
- Tools and best practices (state and national)



Bicycle Element

- Identify existing and proposed bicycle facilities (per City plans)
- Review with GCCOG TAC and member cities
- Create GCCOG map of planned facilities
- Develop up to 10 Regionally Significant Active Transportation projects*
- Identify local and state policies and best practices

Exhibit 7-2 - San Jose Creek Bicycle Path

The City recognizes the importance of grade-separated bicycle paths to provide a complete bicycle network. The San Jose Creek Bicycle Path parallels South Campus Drive, offering a greater level of east-west connectivity and offering access to California Polytechnic University at Pomona. The San Jose Creek Bicycle Path connects the university to Hamilton Boulevard, facilitating access to downtown Pomona, the Civic Center, and regional transit connections. The proposed bicycle facilities will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive. This stretch includes 15 access points to the grade-separated path.

Bikeway Connections	Destinations
<ul style="list-style-type: none"> Ridgeview Street Bicycle Lane Dudley Street Bicycle Route Hamilton Boulevard Bicycle Lane Kellogg Drive Bicycle Path Casa Vista Drive Bicycle Route Cal Poly Bicycle Path 	<ul style="list-style-type: none"> Cal Poly Pomona Kellogg Park Kellogg Polytechnic Elementary Cuzcocha High School John F. Kennedy Park Marshall Middle School Klwan Park Arroyo Elementary School Conce Elementary School DeVry University

Existing Conditions



Undercrossing at SR 57

A paved and lighted pathway already exists at the SR 57 undercrossing.



Pathway east of Kellogg Park

User-created openings in the chain-link fence at Kellogg Park indicate that the wide right-of-way is currently being used as access to and from the park.

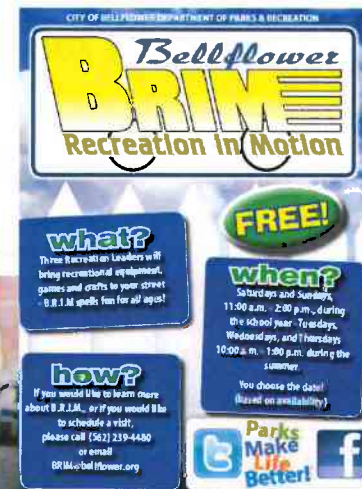
TABLE 4.2 - PROPOSED PROJECT LIST

Facility	From (N/W)	To (S/E)	Distance	Facility Type
2nd St	Chino Valley Fwy	Garey Ave	2	Bike Route
	Garey Ave	Gibbs St	0.4	TBD
	Gibbs St	Reservoir St	0.5	Bike Route
9th St	Butterfield Rd	Dudley St	0.35	Bike Route
	Dudley St	ECL	3	Bike Lane
Alameda St	Artesia St	Garey Ave	0.3	Bike Route
Alvarado St	Huntington St	San Antonio Ave	1.5	Bike Route
Artesia St	Alameda St	Orange Grove Ave	0.4	Bike Route



Pedestrian Element

- Identify local practices supporting pedestrian mobility
- Summarize best practices (state and national)
- Identify significant pedestrian features (existing)
- Recommend pedestrian improvements at locations of regional significance (transit hubs, major commercial corridors, etc.)



CITY OF BELLFLOWER DEPARTMENT OF PARKS & RECREATION

Bellflower BRINE

Recreation in Motion

FREE!


what?
Three Recreation Leaders will bring recreational equipment, games and crafts to your street to a 1 M quota fee for all ages!

when?
Saturdays and Sundays, 11:00 a.m. - 2:00 p.m., during the school year. Tuesdays, Wednesdays, and Thursdays 10:00 a.m. - 1:00 p.m. during the summer.

how?
If you would like to learn more about B.R.B.R., or if you would like to schedule a visit, please call (562) 239-4480 or email BRM@bellflower.org

You choose the date! (based on availability)

Parks Make Life Better!





Access to Transit

- Identify existing and proposed bicycle and pedestrian features adjacent to major transit hubs
- Recommended additional features and timing of construction relating to transit projects

Introduction

The City of Long Beach is striving to become the most bike-friendly city in America, a place where cycling is safe, viable, and preferred mode of transportation. The City is continuously making bold strides to achieve this vision through the implementation of innovative projects and programs. The City included the Metro Blue Line Bicycle and Pedestrian Access Plan to assess and recommend physical infrastructure and safety improvements to increase loading and walking to and from Metro Blue Line light rail transit (LRT) stations in Long Beach. Providing alternative transportation options is critical in Long Beach, for a full 30 percent of the City's households (21,000) do not own or have access to a vehicle (U.S. Census).

The stations studied for this project are:

- Pacific Station
- Transit Mall
- 3rd Street Station
- 5th Street Station
- Anaheim Station
- Pacific Coast Highway (PCH) Station
- Willow Station
- Wilshire Station
- Del Amo Station

Each of the stations lacks adequate bicycle and pedestrian connectivity, underscoring the need to improve non-motorized access to facilitate use of the Metro Blue Line. The plan involves extensive public outreach, the development of access plans for each station, and identification of top priority projects for each station.

Public Outreach

From meetings, audits, bike tours and community meetings, the Long Beach community has been involved in every step of the development of this plan. Increasing non-motorized access to transit can serve multiple community objectives including cleaner air, reduced traffic congestion, healthier residents, and a more equitable and efficient transportation system. Through this project the public was engaged in a meaningful discussion about how to improve the pedestrian and bicycling environment around Metro Blue Line stations and throughout Long Beach.

Access Plans

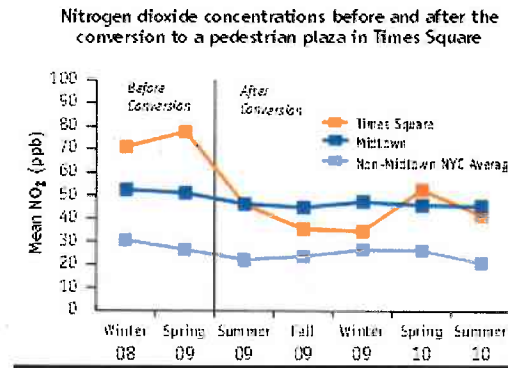
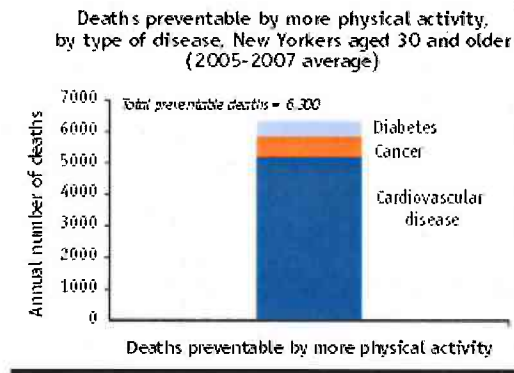
Access to transit plans focus on a one-half mile radius surrounding each station, as this is a reasonable distance to walk for most people. Because bicyclists can travel to transit stations from distances greater than one-half mile, the plan also identifies opportunities for connecting bikeway facilities beyond a half-mile radius.

Priority Projects

To aid the city in applying for grant funding, this planning effort identified projects that have community support and strong funding potential. Planning level concept designs for the top three or four priority projects around each station have been developed to assist in future grant applications. Additional feasibility studies may be required for some projects.



Public Health/Fitness



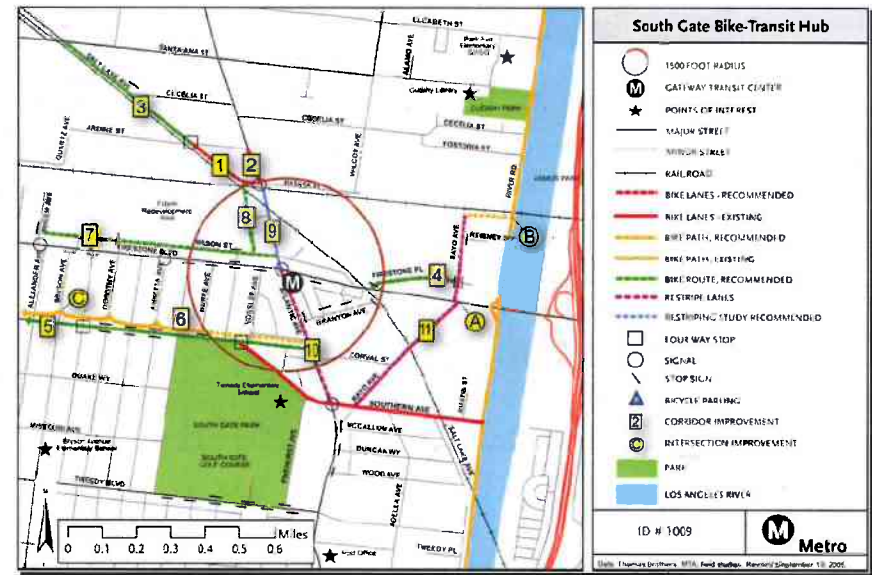
- Research national literature on linkage between active transportation and fitness
- Summarize savings in medical costs relating to increased physical activity



Deliverables

Active Transportation Plan Contents

- Agency and Public Input
- Existing Conditions
- Policy Framework
- Safety and Public Health
- Proposed Active Transportation Network
- Support Programs
- Funding and Implementation





Schedule

- Spring 2013 – Project Initiation & Agency Contact
- Summer 2013 – Draft Active Transportation Plan
- Fall 2013 – Final Active Transportation Plan



Relevant Studies in GCCOG

State Plans & Policies

- Caltrans Complete Street Policy (DD 64-R1)
- Active Transportation Program
- AB 1358
- AB32 and SB 375

County & Regional Plans

- Los Angeles County Bicycle Plan
- SCAG 2012 RTP/SCS
- Gateway Cities COG SCS
- Metro Bicycle Transportation Strategic Plan



Relevant Studies in GCCOG

Local Plans

- Compton
 - Compton Creek Regional Garden Park Master Plan
- Lynwood
 - Draft Bicycle and Pedestrian Transportation Plan
- Long Beach
 - Blue Line Bicycle and Pedestrian Access Plan
 - Bicycle Master Plan
- Signal Hill
 - Walkways and Trails Map
- South Gate
 - Green City Element
 - Healthy Community Element
- Whittier
 - Greenway Trail Map

Collecting relevant General Plan, Circulation Element, and Pedestrian or Bicycle Plan data for all member cities (when available)

Adjacent Jurisdiction Contacts

Neighboring/Regional Entities

- Los Angeles County (8 cities)
- Orange County (7 cities)
- Unincorporated Los Angeles and Orange Counties (Rossmoor, East LA, Florence/Walnut Park, Willowbrook, Rancho Dominguez)
- Orange County Transportation Authority
- Metro
- Caltrans





GCCOG and Other Contacts

Primary Contacts for Requesting Input

- I-710 Technical Advisory Committee (TAC)
- SR-91/I-605/I-405 Technical Advisory Committee
- Additional follow-up with individual member cities may occur at the direction of a TAC

Advocacy Groups

- Los Angeles County Bicycle Coalition
- Los Angeles Walks



I-710 Sound Wall EAP Update

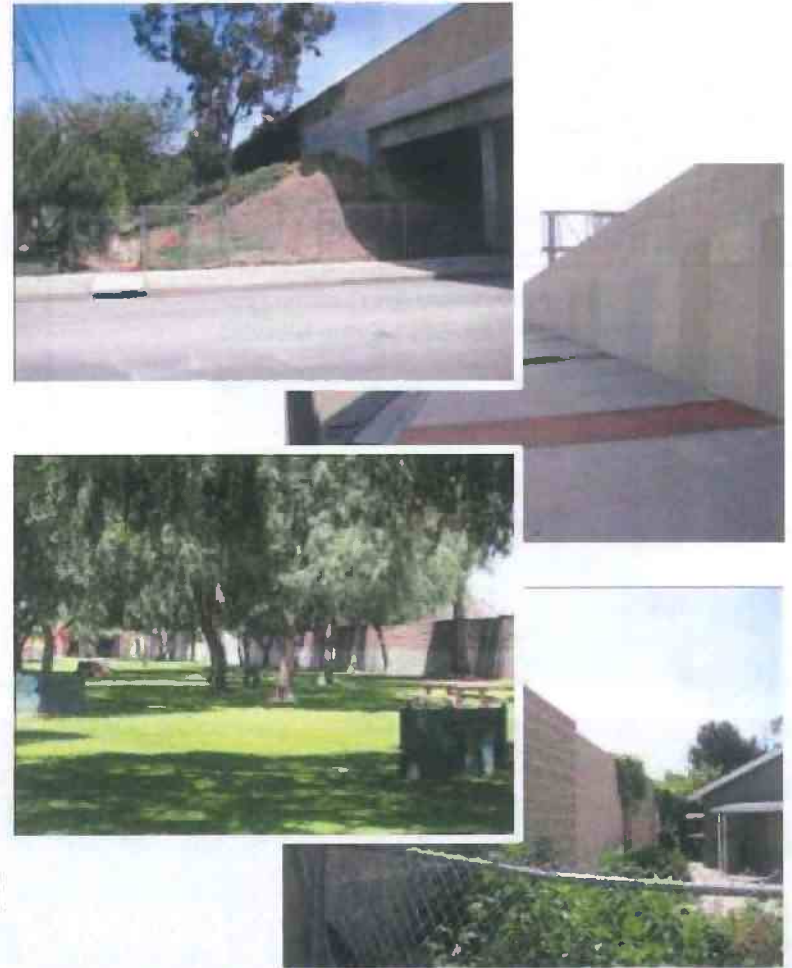




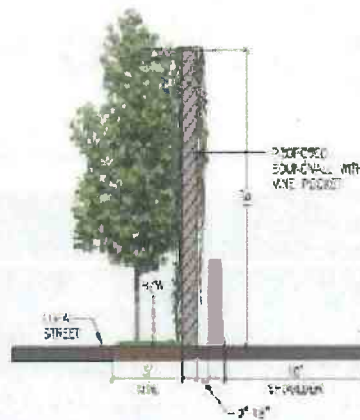
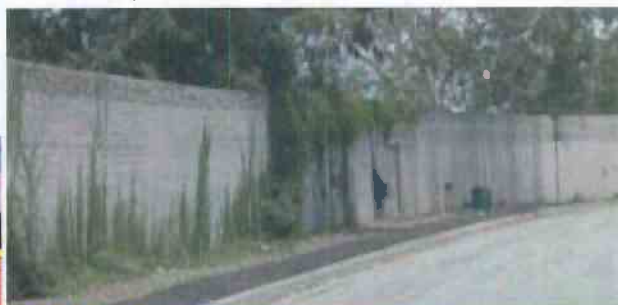
I-710 Sound Wall EAP Update Long Beach

- Updated/final list of EAP Walls
- Feasible Wall categories are:
 - Existing Walls that can be aesthetically treated
 - New walls or improvements to existings walls that can be constructed
- An Aesthetics Master Plan is under development by Caltrans and GCCOG with:
 - Landscape Improvements
 - Wall Aesthetics (articulated blocks, wall patterns, color)

Determination of feasible walls



Aesthetic improvements





Proposed Early Action Sound Walls Long Beach

Proposed Early Action Sound Walls

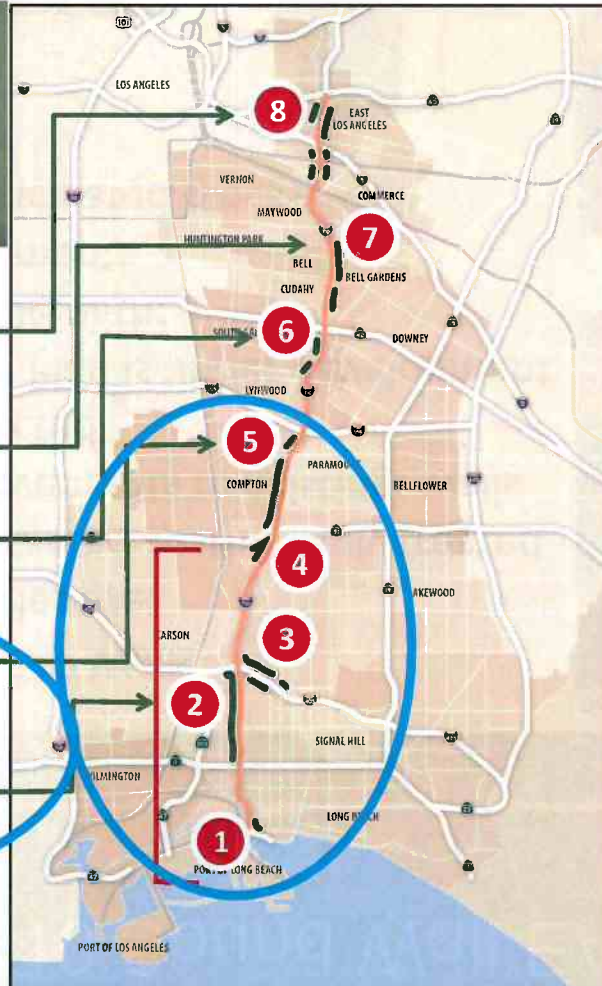
Commerce and East Los Angeles

Bell Gardens

South Gate

Long Beach and Compton

Long Beach



Comparison of Sound Walls considered in study and Proposed Early Action Sound Walls




Sound Walls Considered in Study



Proposed Early Action Sound Walls





Area 1 I-710 Terminus Long Beach

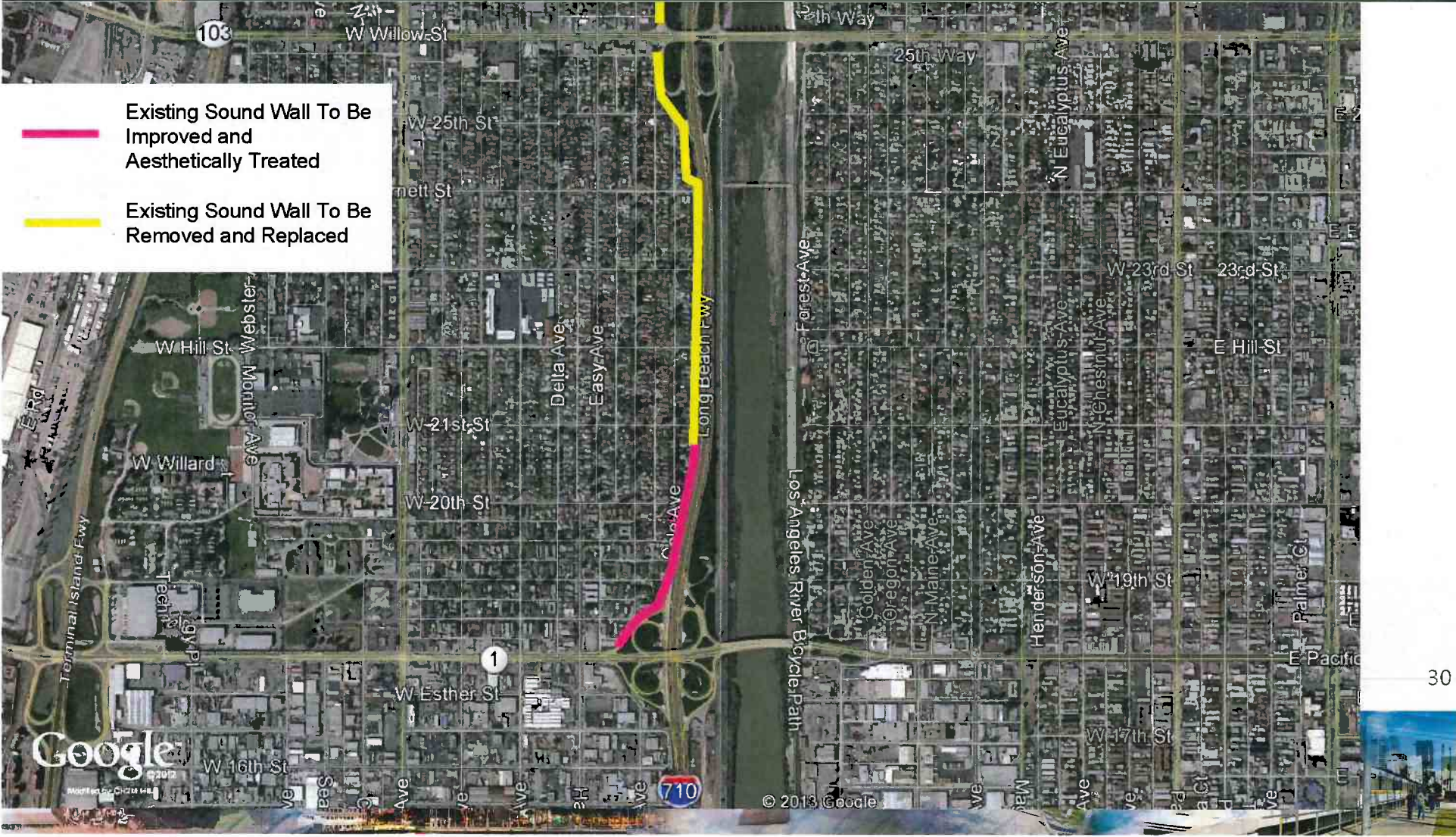
 New Sound Wall









Area 2 I-710 PCH to I-405 Long Beach

-  Existing Sound Wall To Be Improved and Aesthetically Treated
-  Existing Sound Wall To Be Removed and Replaced





Area 3 I-405 East of I-710 Long Beach

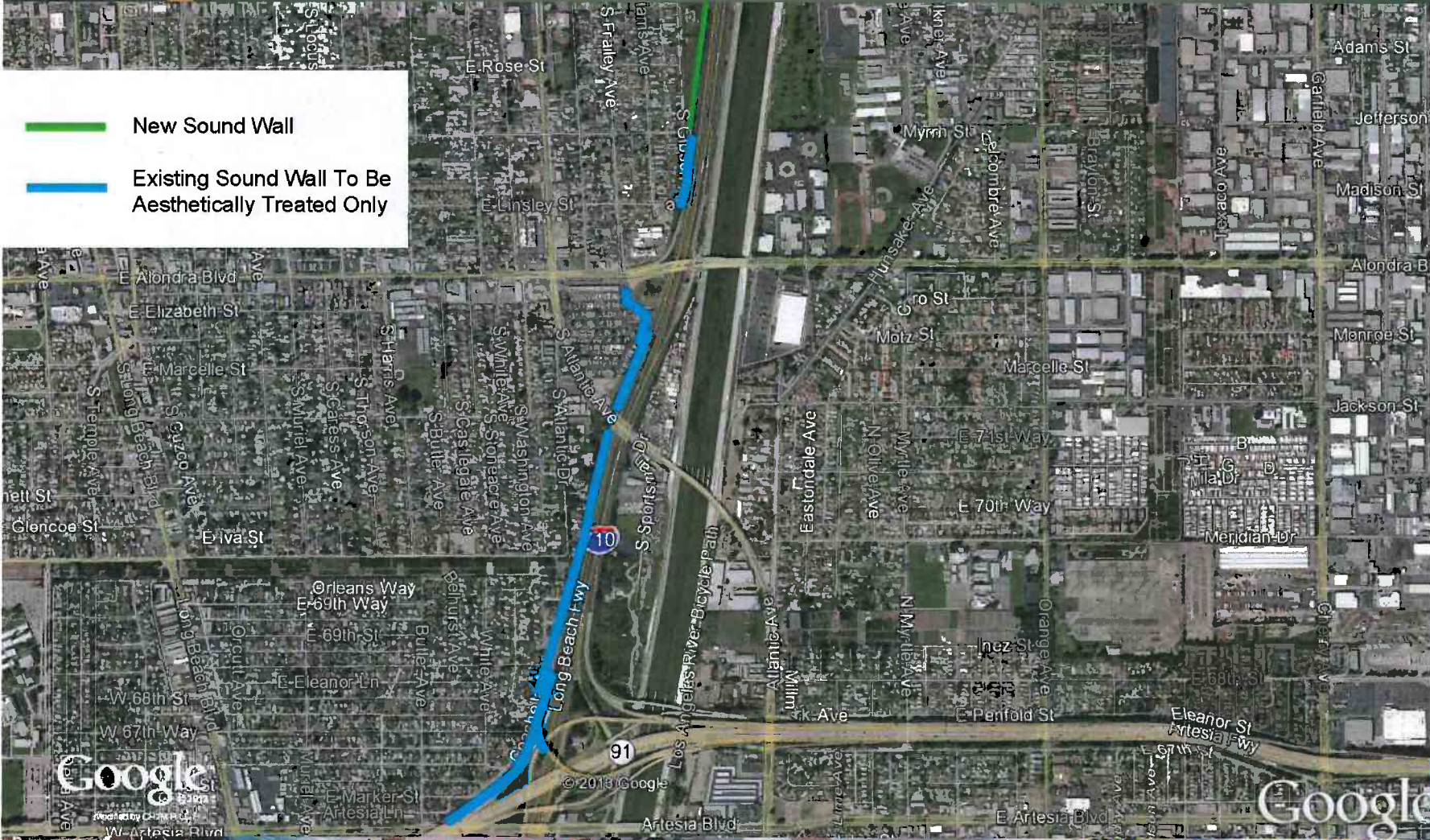
-  Existing Sound Wall To Be Improved and Aesthetically Treated
-  Existing Sound Wall To Be Removed and Replaced
-  New Sound Wall
-  Existing Sound Wall To Be Aesthetically Treated Only







Area 5 I-710 from SR 91 to I-105 Long Beach and Compton

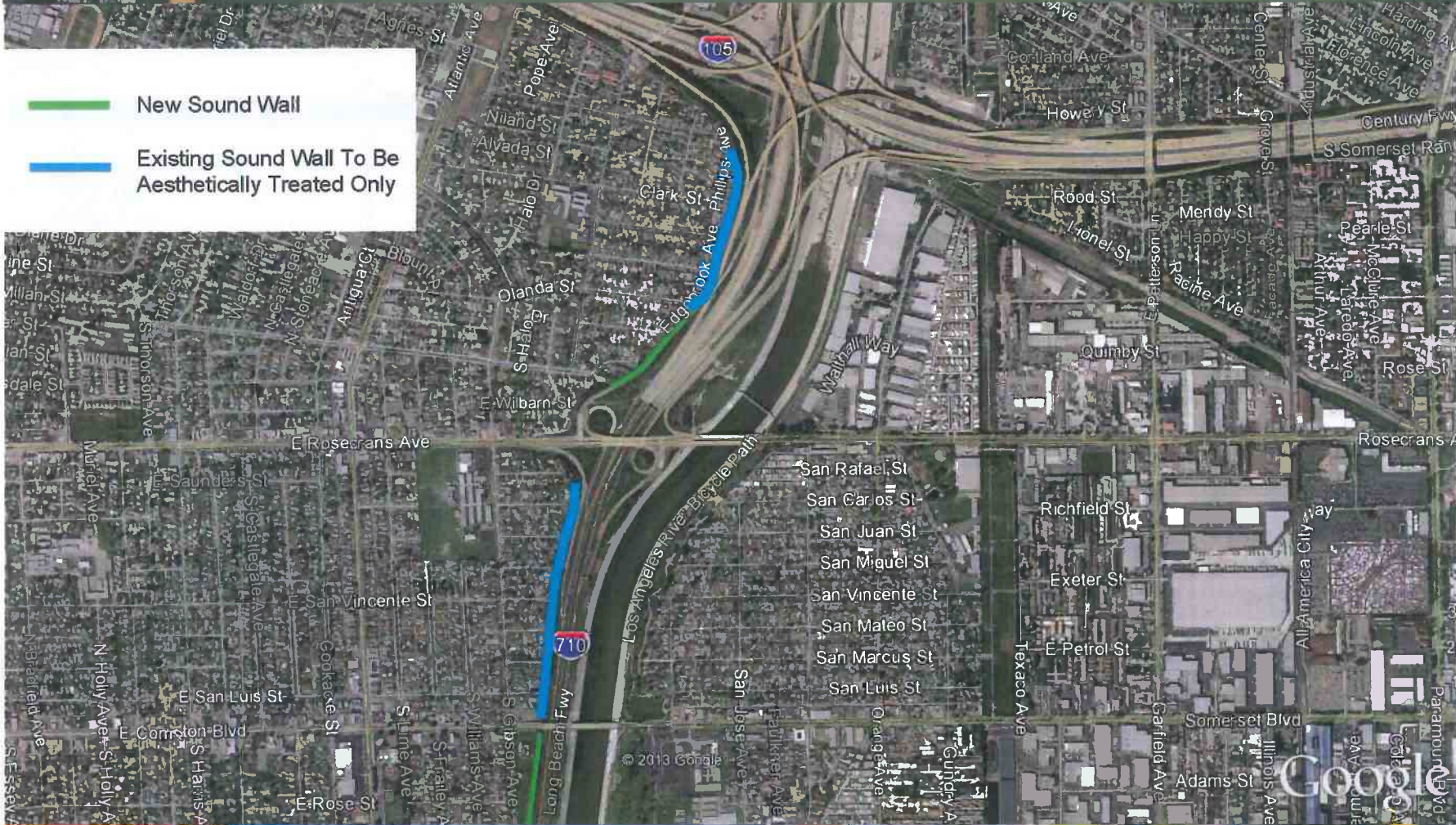
- New Sound Wall
- Existing Sound Wall To Be Aesthetically Treated Only





Area 5 I-710 from SR 91 to I-105 Long Beach and Compton

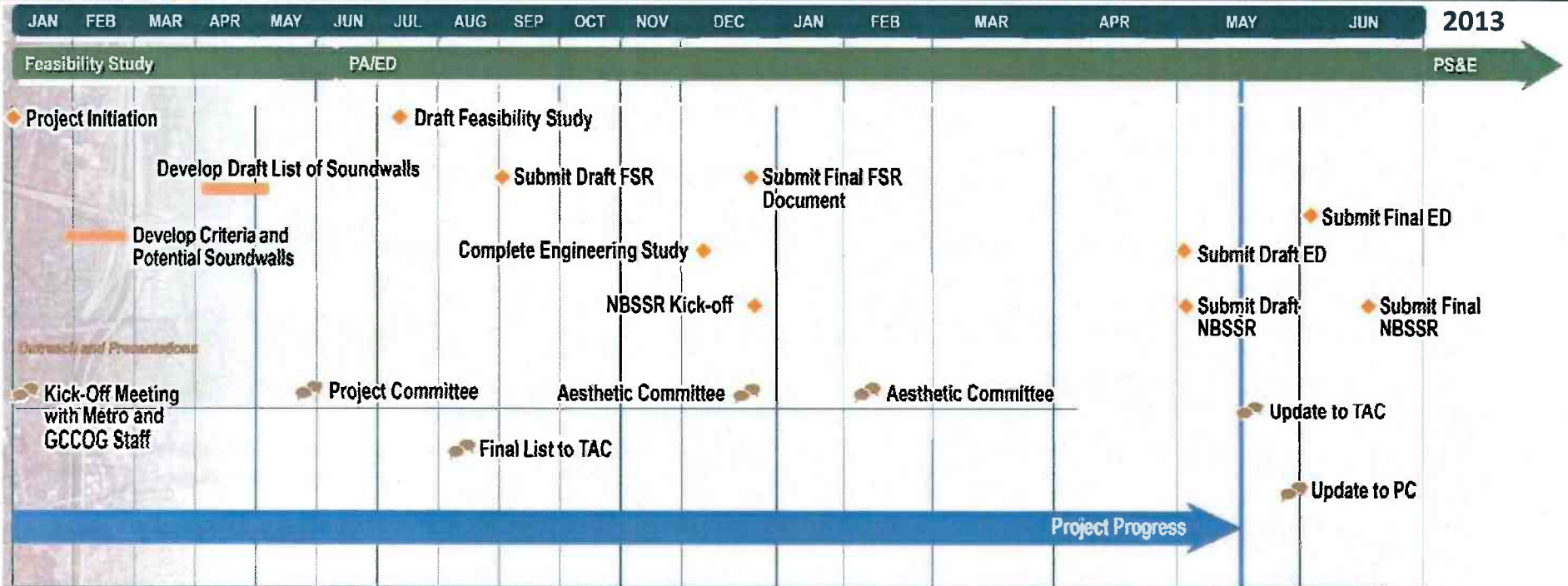
-  New Sound Wall
-  Existing Sound Wall To Be Aesthetically Treated Only





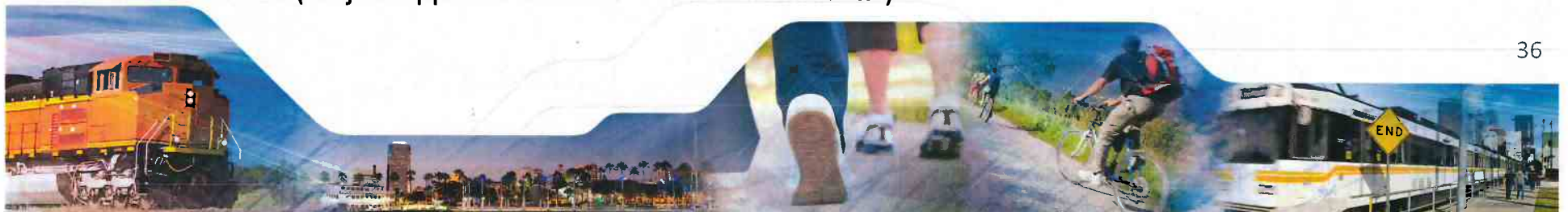
Project Schedule and Next Steps

Long Beach



Next Steps:

- Present Updated List of Feasible Early Action Sound Walls to PC
- Submit Final NBSSR (Project Approval Document and Environmental)



I-710 Engineering & Environmental Status Reports

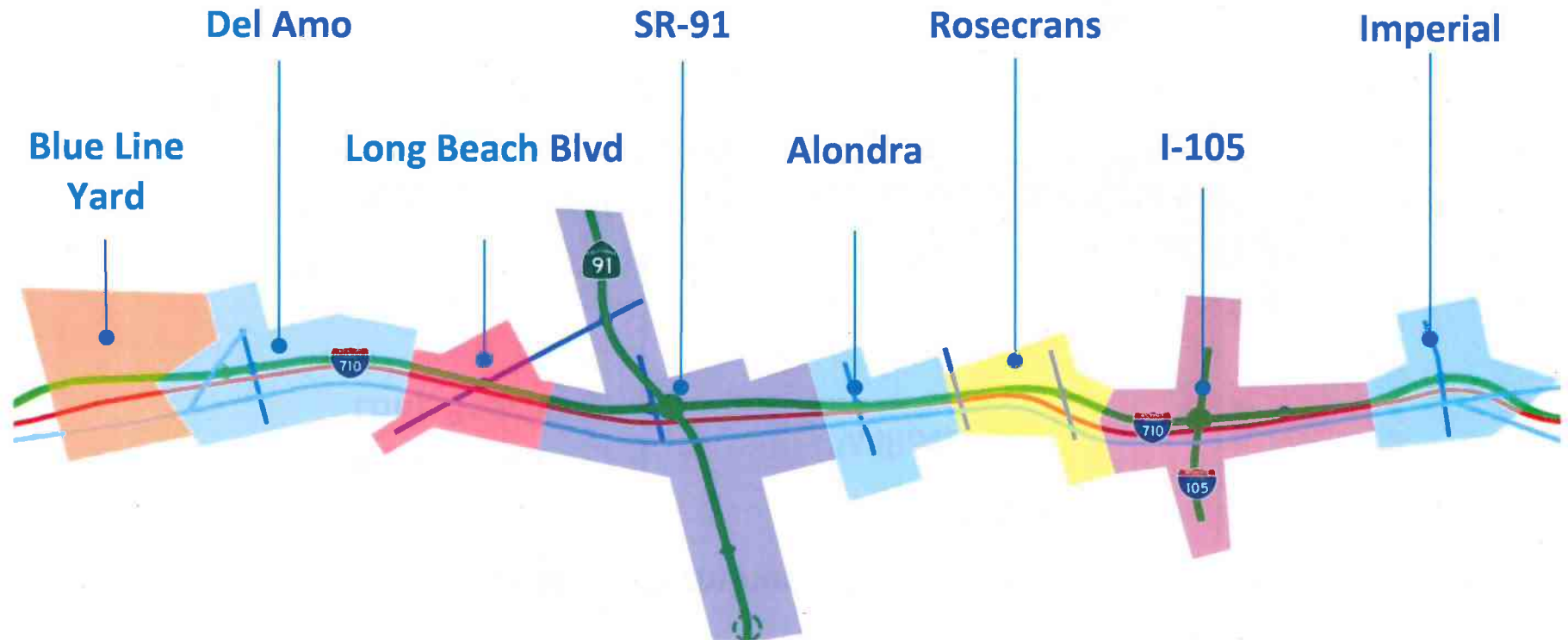


Engineering Overview & Status

- Concept Development of Alternatives
- Caltrans Coordination
- Sub-TAC Coordination
- TAC and CAC Recommendations Status Update
- Traffic Forecasting
 - Updated Assumptions Presentation



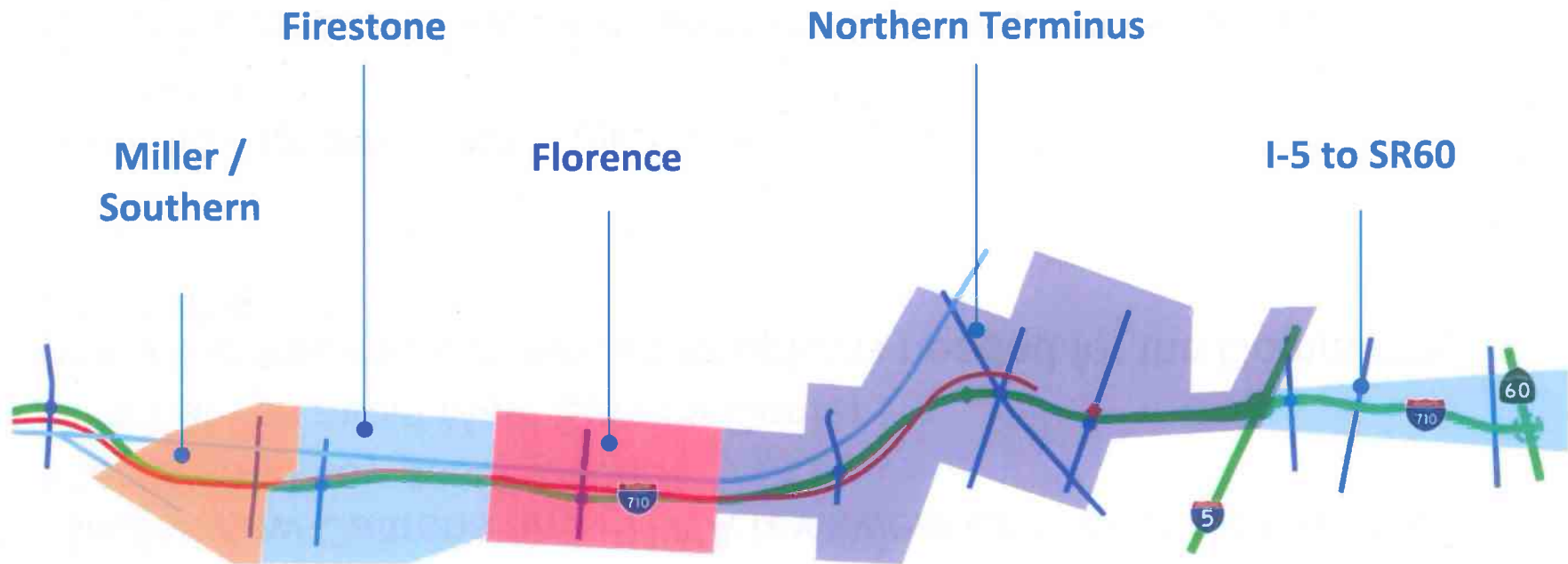
Central Section



Corridor Communities

Long Beach / Carson / Rancho Dominguez / Paramount
Compton / East Rancho Dominguez / Lynwood / South Gate

North Section



Corridor Communities

South Gate / Downey / Cudahy / Bell Gardens / Maywood / Huntington Park
Bell / Commerce / Vernon / East Los Angeles

Engineering – Focus Areas

April – May 2013

Southern Terminus

- Briefed new Caltrans and FHWA reviewers on previous alternatives analysis and key assumptions
- Alternatives avoid Multi Service Center
- Identified freeway elements and options needed for the Community Alternative

Rosecrans & I-105 Interchanges

- Refined Freight Corridor alignments needed for the Community Alternative
- Design exceptions will be needed to avoid reconstructing NB710-EB105 connector



Engineering – Focus Areas

Northern Terminus

- Developed a partial interchange with the Freight Corridor at Slauson Avenue
- Revised the mainline and freight corridor alignments to accommodate ramps

SR-91

- Identified optional locations to terminate improvements on SR-91 east of the interchange
- Traffic analysis will determine freeway modifications needed to ensure viable operation of freight corridor connections.



Engineering

Formalize Concept Recommendations

- Scope of right of way and traffic analysis needed to support interchange configuration choices.
- Develop footprints by sub area and by alternative

Sub-TAC Reviews

- Completed reviews with the Cities of Long Beach, Carson, Paramount, Cudahy, Maywood, Vernon, and Commerce
- Scheduled reviews requested by the County of LA, the City of Bell, and the Port of Long Beach



TAC and CAC Recommendations Update

- January 2013 TAC and CAC made recommendations for the Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) preparation
- Revisions to address committee recommendations, design refinements, updated assumptions and updated technical studies



TAC Recommendations January 2013

	Recommendation	Status	Included in Alt.	
			6C Mod	6D/CA
1	Proceed to develop a Recirculated Draft EIR/Supplemental EIS (RDEIR/SDEIS)	Underway	✓	✓
2	The RDEIR/SDEIS will use the new set of assumptions	New Traffic Forecasting Model underway	✓	✓
3	The RDEIR/SDEIS will refine and analyze the following alternatives: No Build, Alternative 6C Modified, Alternative 6D	Incorporated Community Alt. 7 (CA) with Alt. 6D	✓	✓
4	The RDEIR/SDEIS will include the comments that were received on the DEIR/DEIS and responses	RTC draft complete	-	-
5	The RDEIR/SDEIS will be prepared with continuation of the robust I-710 Community and Agency participation framework	Underway	-	-

CAC Recommendations January 2013

	Recommendation	Status	Included in Alt.	
			6C Mod	6D/CA
1	The CAC recommends to the Project Committee, Metro and Caltrans that Community Alternative 7 be analyzed and the following key objectives be fully addressed:			
2	The alternatives analyzed should be designed in a manner not to unduly impact, residential, park, school, or industrial properties	Geometric Design Underway to Minimize Project Footprint	✓	✓
3	The alternatives analyzed should be designed in a manner not to unduly impact several providers of social services	Geometric Design Underway Avoidance of LB Multi-Service Center, Bell Shelter and Compton Sr. Housing	✓	✓

CAC Recommendations (con't.)

	Recommendation	Status	Included in Alt.	
			6C Mod	6D/CA
4	The analysis of alternatives should be conducted in a manner as to prefer a final project vs. a program EIR	Underway Designing Buildable and Fundable Project Req'd by FHWA	✓	✓
5	The analysis of alternatives should include a full study of a mandatory zero emission freight corridor via a "Public Private Partnership"	Zero Emission Commercial- ization Study Underway	✓	✓
6	The alternatives studied should consider all feasible mitigation measures	Underway	✓	✓
7	Proceed to develop and recirculate the Draft EIR/EIS	Underway		
8	CAC concurred with TAC recommendations	See Items 2-7 above		

Engineering Next Steps

- Continue Caltrans review and obtain concurrence on scope of analysis
- Continue Sub-TAC reviews
- Coordinate with Utility Teams on the Structural decisions for Freight Corridor
- Prepare “Footprint” for build alternatives
- Conduct traffic forecasting



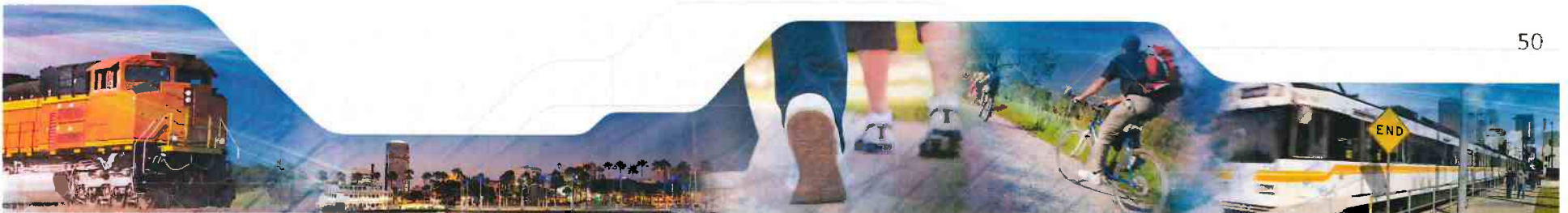
Environmental Update – Current Month

Draft EIR/EIS Public Comments

- Submitted draft responses to comments to I-710 Funding Partner agencies for review
- Participated in meetings with agencies and other stakeholders to discuss comments

Recirculated Draft EIR/Supplemental Draft EIS

- Continued coordination with engineering team on identifying areas outside of original project footprint



Environmental Update – Key Issues

1. Recirculate Draft EIR/EIS – commitment made
2. Analyze Community Alternative 7 – in progress
3. Use updated growth forecasts – in progress
4. Include SCIG, ICTF, and SR-710 North in traffic forecast assumptions – in progress
5. Allow only zero emission trucks in freight corridor – commitment made
6. Consider active transportation modes and complete streets concepts in project design – in progress
7. Concerns that air quality will get worse, not better – non-zero emissions alternatives withdrawn



Environmental Update – Key Issues (con't.)

8. Concerns regarding noise impacts – Early Action soundwall projects moving forward
9. Concerns regarding impacts of peak period parking restrictions – more focused analysis will be conducted
10. Concerns on impacts of 66kv relocations – revised design will minimize off-site relocation
11. Reduce acquisition of residences and businesses – in progress as part of revised geometrics
12. Avoid impacts to Bell Shelter and Long Beach Multi-Service Center - done



Environmental Update – Next Month

Next Steps

- Continue coordination on data needs for updated technical studies
- Identify areas that may require field surveys
- Participate in meetings with agencies and other stakeholders as needed
- Assist agencies and engineering team in addressing key issues raised in public comments



QUESTIONS? THANK YOU

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