



SUBJECT: I-710 EIR/EIS UPDATE - SCREENING OF ALTERNATIVES

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this status report on the Screened Alternatives to be carried forward into the I-710 EIR/EIS.

ISSUE

The I-710 from Long Beach to SR-60 is currently in the EIR/EIS Phase and is also included in Measure R. On April 30, 2009, the I-710 Project Committee reduced the number of alternatives to be studied in the EIR/EIS from six to four with the alternatives being carried forward selected on their ability to satisfy the project's Purpose and Need. The four alternatives received the necessary community and policy level support prior to the Project Committee's action. The next step is to present the Project Committee's recommendation to the I-710 Executive Committee for its consideration, review and approval.

BACKGROUND

On July 26, 2007, the Board authorized the Chief Executive Officer to award and execute consultant contracts for the I-710 Corridor Project EIR/EIS and Engineering Project Report, and also award a contract for community outreach, pursuant to the execution of a funding agreement between the projects funding partners (i.e., Port of Long Beach, Port of Los Angeles, Caltrans, Gateway City Council of Governments, I-5 JPA, SCAG and Metro).

A Funding Agreement was executed on December 6, 2007, and on January 28, 2008, a Limited Notice to Proceed was issued to URS Corp. for the preparation of the EIR/EIS and Engineering Project Report, and to Moore Iacofano Goltsman Inc. (MIG) for facilitation of community participation.

The project team began work on the technical evaluation and refinement of the Locally Preferred Strategy (LPS) in February, 2008. Concurrently, the project team continued the enhanced public and community outreach effort initiated during the I-710 Major Corridor Study. Six project alternatives were presented during the scoping process, conducted between August and September 2008. No new alternatives resulted from the scoping process. The project team continued the refinement of the LPS geometrics and exploration of advanced technology alternatives that could be carried forward into the EIR/EIS phase and preliminary engineering.

From project initiation to early January 2009, the consultants presented technical studies and findings to the Local Advisory Committees, Community Advisory Committee, and the Technical Advisory Committee. Community participation and input has been ensured through these committees as well as through the Subject Working Groups. The community participation structure (Attachment A) articulates a “bottoms-up” approach that ensures community and policy level buy-in at each step of the way.

Between February and March 2009, the project team met with the community and technical committees to present the results of the alternatives screening process. Each alternative was evaluated based on its ability to satisfy the Purpose and Need characterized through the following criteria: air quality, mobility, traffic safety, right-of-way impacts, environmental impacts, and cost.

In some cases, the screened alternatives contain modifications and/or design options that were shown to improve their relative performance in terms of benefits, costs, and impacts. Based on the results of the screening process and the recommendation of the Technical Advisory Committee and Corridor Advisory Committee, the Project Committee reviewed and approved four alternatives in April 2009. The screened set of alternatives is described as follows:

- Alternative 1 – No Build
- Alternative 5A – Widen to 10 General Purpose Lanes
- Alternative 6A – Widen to 10 General Purpose Lanes Plus 4 Freight Movement Lanes (Conventional Trucks)
- Alternative 6B – Widen to 10 General Purpose Lanes Plus 4 Freight Movement Lanes (Zero Emission Trucks)

Per CEQA, the No-Build scenario, Alternative 1, is required to be included as a screened alternative. Alternative 6A is recommended due to the high level of benefits and consistency with the original community-based LPS and Purpose and Need. Alternative 5A represents the minimal level of investment that is needed to satisfy the Purpose and Need. It is recommended as a potentially less impacting alternative than 6A, but one which still provides measurable benefits. Alternative 6B is a variation of Alternative 6A that will assume design and usage of the freight corridor by zero emission trucks and will therefore achieve higher air quality benefits.

The results of the alternatives screening process demonstrated that the minimal level of investment needed to satisfy the Purpose and Need of the project requires capacity enhancements to the freeway mainline. Alternatives 2, 3, and 4, as stand-alone alternatives, do not satisfy the Purpose and Need of the project. The alternatives carried from scoping thru screening are presented in Attachment B.

NEXT STEPS

Present to the I-710 Executive Committee the recommendations and findings of the Project Committee for their consideration, review and approval. The Executive Committee is tentatively scheduled to meet on July 23, 2009.

Upon approval by the I-710 Executive Committee, staff will continue with the environmental clearance of the screened alternatives and preliminary engineering. The draft I-710 EIR/EIS is scheduled to be released in late summer of 2010.

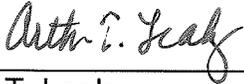
ATTACHMENTS

- A. I-710 Facilitation of Community Participation
- B. Project Alternatives carried thru Scoping and the recommended Screened Alternatives

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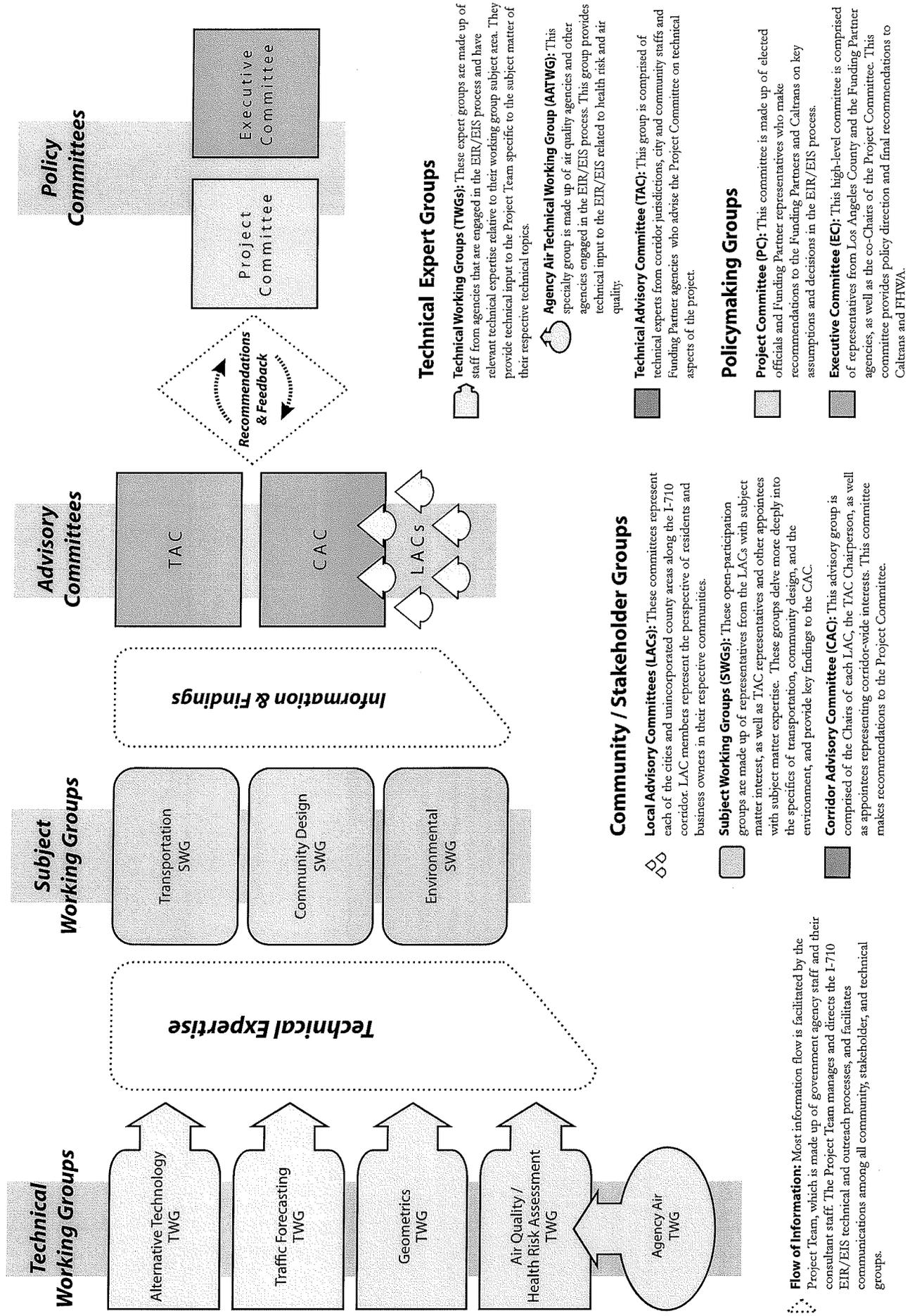


Carol Inge
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

Subject Working Group & Technical Working Group Information Flow



Project Alternatives Carried thru Scoping

Alternative 1
No Build

Projected 2035 "No Build" scenario, including projects approved in local regional transportation plans

Alternative 2
No Build
TSM/TDM/ITS and Transit

Transportation Systems Management/ Transportation Demand Management/ Intelligent Transportation Systems/ and Transit Improvements

Alternative 3	
No Build	
TSM/TDM/ITS and Transit	
Advanced Technology	Enhanced Goods Movement by Rail

Maximum Goods Movement by Rail and/or Advanced (Green) Technologies for Goods Movement

Alternative 4	
No Build	
TSM/TDM/ITS and Transit	
Arterial Highway & I-710	Congestion Relief Improvements

Arterial Highway & I-710 Congestion Relief Improvements

Alternative 5a	
No Build	
TSM/TDM/ITS and Transit	
Arterial Highway & I-710	Congestion Relief Improvements
Widen to 10 GPL	

Ten General Purpose Lane (GPL) Facility

Alternative 5b	
No Build	
TSM/TDM/ITS and Transit	
Arterial Highway & I-710	Congestion Relief Improvements
Widen to 8 GPL + 2 HOV	

Option 5a: Widen to 10 GPL
Option 5b: Widen to 8 GPL + 2 High Occupancy Vehicle Lanes

Alternative 5a	
No Build	
TSM/TDM/ITS and Transit	
Arterial Highway & I-710	Congestion Relief Improvements
Widen to 10 GPL	

Alternative 5 + 4 Separated Freight Movement Lanes

Alternative 6	
No Build	
TSM/TDM/ITS and Transit	
Arterial Highway & I-710	Congestion Relief Improvements
Widen to 10 GPL	
4 Freight Movement Lanes	

Recommended Screened Alternatives

Alternative 1
No Build

Alternative 5A	
No Build	
TSM/TDM/ITS and Transit	
Enhanced Goods Movement by Rail	
Arterial Highway & I-710	Congestion Relief Improvements
Widen to 10 GPL	

Alternative 6A	
No Build	
TSM/TDM/ITS and Transit	
Enhanced Goods Movement by Rail	
Arterial Highway & I-710	Congestion Relief Improvements
Widen to 10 GPL	
4 Freight Movement Lanes (Conventional Trucks)	

Alternative 6B	
No Build	
TSM/TDM/ITS and Transit	
Advanced Technology	Enhanced Goods Movement by Rail
Arterial Highway & I-710	Congestion Relief Improvements
Widen to 10 GPL	
4 Freight Movement Lanes (Zero Emission Trucks)	