Mobility. Environment. Community. Economy. Technology

I-710 Corridor Project EIR/EIS

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I-710 Corridor Project

presented at the

AAPA Maritime Economic Development Workshop

February 20th, 2014

Background

- 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
- Project Partnership
- Community Participation

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Study Area

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Draft EIR / EIS Project Alternatives

NO BUILD IMPROVEMENTS
- Planned and Committed Projects in 2008 RTIP
- Enhanced Goods Movement by Rail
- Clean Trucks Program
- Expanded Night Gate Ops at Ports
- I-710 Pavement Rehabilitation
- Traffic Signal Coordination

TSM/TDM and ITS
- Ramp Metering
- Improved Arterial Signage
- Peak Period Parking Restrictions
- Increased Transit Service
- Upgraded Traffic Signals (ITS)

ARTERIAL SYSTEM IMPROVEMENTS
- Signal Timing Improvements
- Local Arterial Intersection Improvements at 42 Locations

I-710 WIDENING
- Widen the I-710 up to 10 Lanes
- Modernize Geometric Design of the Local I-710 Interchanges

FREIGHT CORRIDOR
- Separate Four-Lane Freight Corridor

Draft EIR / EIS Project Alternatives

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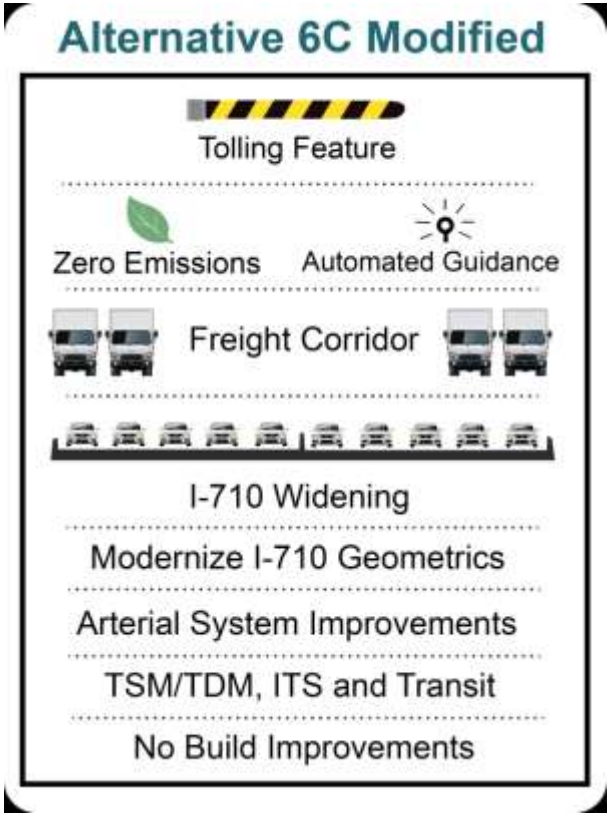
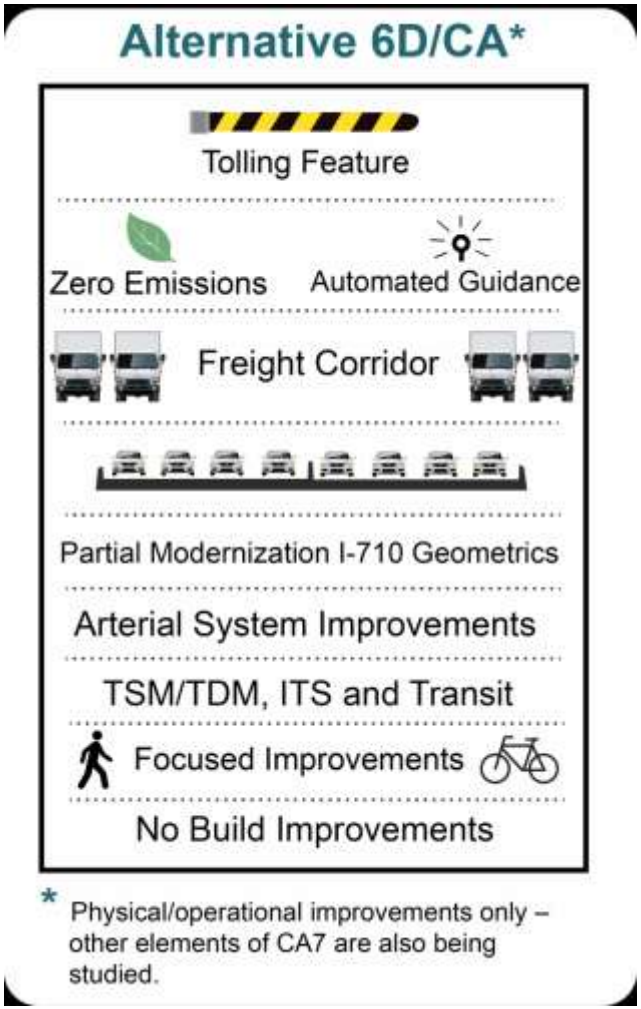
RDEIR / DEIS Project Alternatives





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Where We Are Today

What Has Changed?

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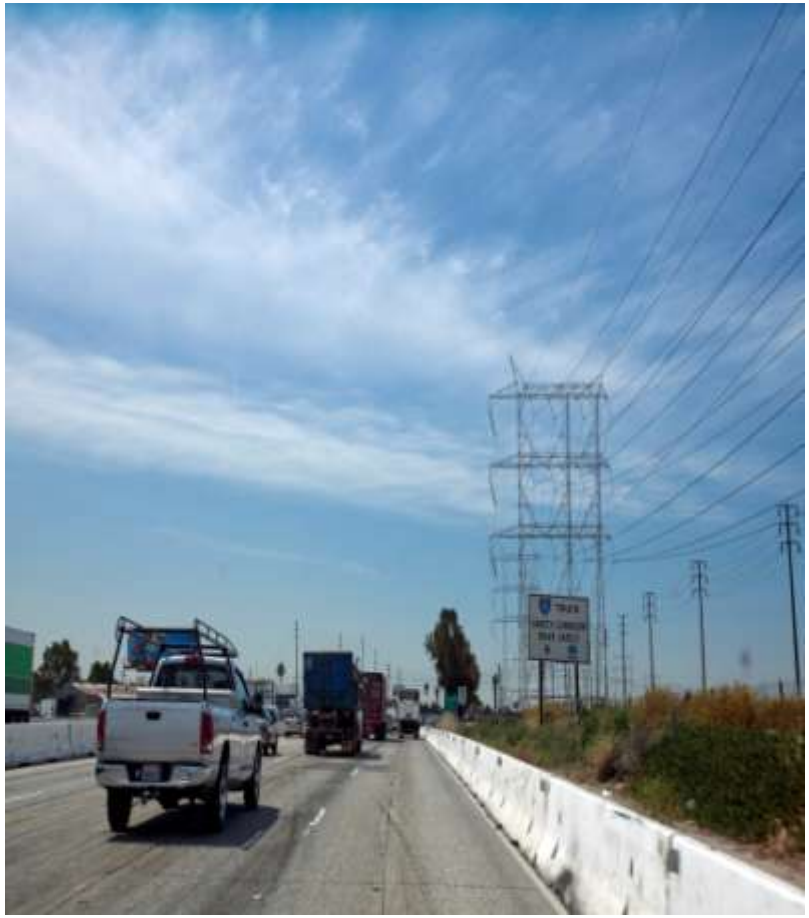
Context Sensitive Design Elements

- More current and detailed information on R/W constraints inform design
- Modernization of the freeway design has stakeholder agreement
- Cost and affordability will play a larger role in design
- Freight Corridor access remains constrained

R/W Constraints

Electrical Transmission Corridors



Los Angeles River Channel

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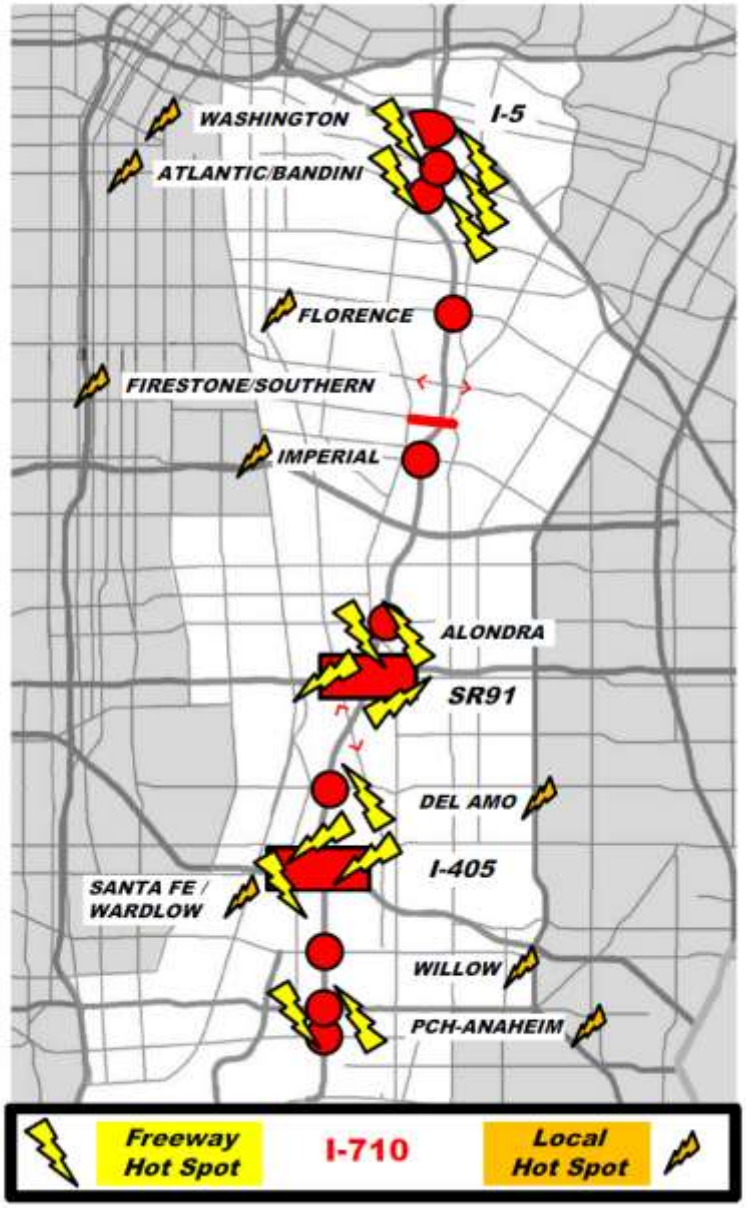
Freeway Modernization

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



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Cost and Affordability

- Will play a larger role in the assessment of alternatives in the RDEIR/DEIS.
- On a year-of-expenditure basis, the Project Alternatives in the DEIR/DEIS were estimated to cost between $4.4B and $8.6B. (only $590 M available in local funds)
- A Record-of-Decision can only be issued for a fundable project or a fundable phase of the project.
- Federal financial assistance will be needed and a Financial Management Plan is required.
- Metro is reassessing the amount of available funding.

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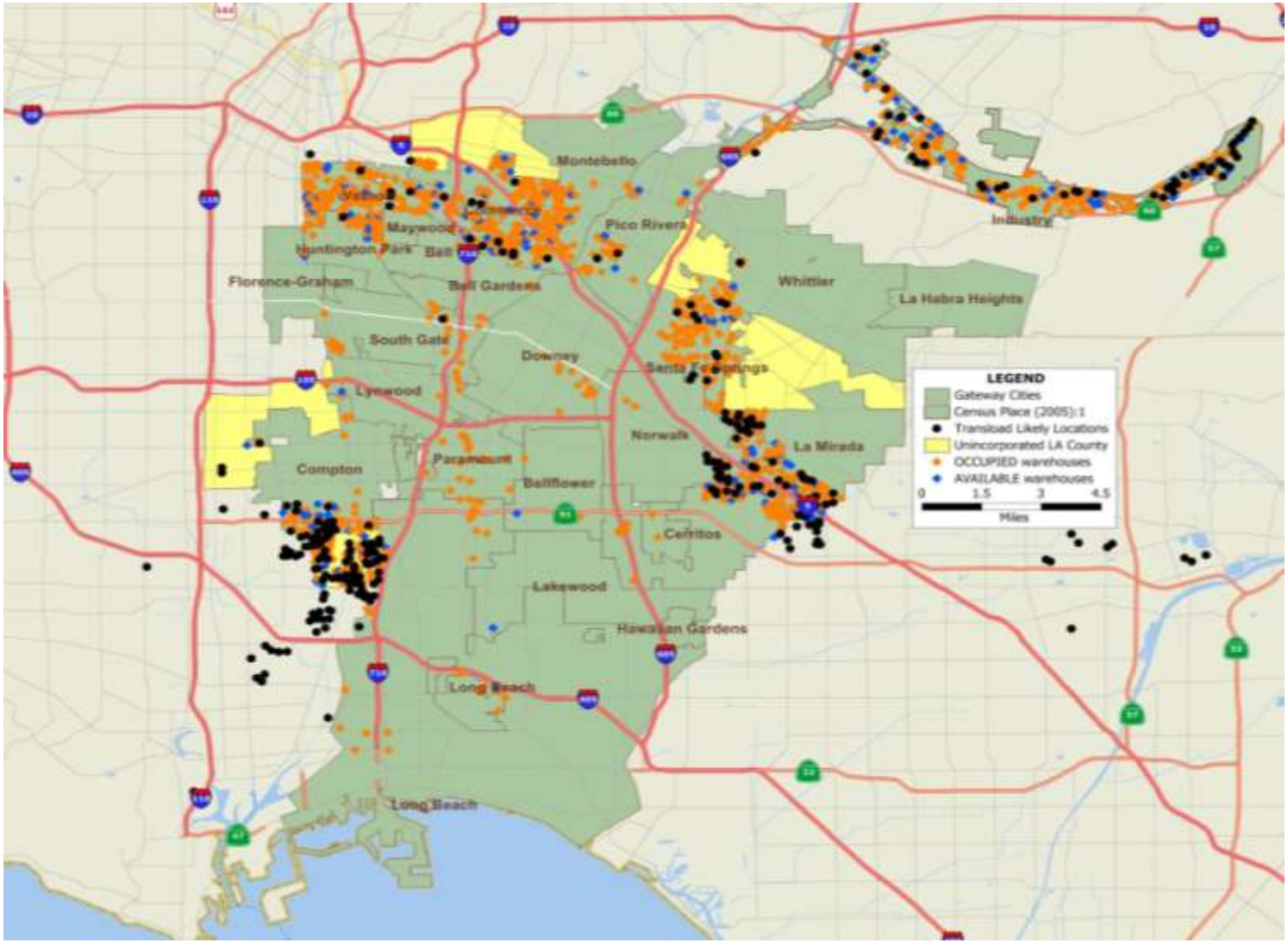
Freight Corridor Access

- Freight Corridor utilization is based on both the number and location of access points as well as truck origin and destination patterns.
- Constraints affect both the number and location of the access points
  - Physical and R/W constraints
  - Operational constraints
  - Cost constraints
- Trade-offs remain between maximizing Freight Corridor utilization and addressing constraints
  - Higher utilization requires more access
  - More access has greater impacts

Freight Corridor Access



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Recommended Approach

Revise the Range of New Preliminary Alternatives to:

- Better Respond to Purpose and Need
- Incorporate New Data, and
- Use the Most Current Information

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Challenges

Amend the Range of New Preliminary Alternatives to:

- Include build elements of “Community Alternative 7”
- Project air quality and health benefit strategies
  - ZE Freight Corridor (lower expected benefits than in DEIR/EIS
  - Potential programmatic strategies (ZE/NZE incentive programs, exposure reduction programs, etc.)
- Assess location of Freight Corridor ingress/egress to encourage utilization as possible
- Eliminate the Freight Corridor tolling feature to encourage utilization? What other P3 opportunities exist?
- Incorporate freeway modernization design features in all alternatives to improve safety and operation

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Challenges (cont.)

Amend the Range of New Preliminary Alternatives to:

- *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)