



I-710 EIR/EIS Project Committee

Thursday, July 31, 2014

6:30 PM

**Progress Park
15500 Downey Avenue
Paramount, CA**

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 EIR/EIS Project Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 EIR/EIS Project Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 EIR/EIS Project Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 EIR/EIS Project Committee at the following times:

- A. **AGENDA ITEM:** at this time the I-710 EIR/EIS Project Committee considers the agenda item OR during Public Comments, and
- B. **NON-AGENDA ITEMS:** during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 EIR/EIS Project Committee agenda; and
- C. **PUBLIC HEARINGS:** at the time for public hearings.

Please keep your comments brief and complete a speaker card for the Chair.

- I. CALL TO ORDER**
- II. ROLL CALL – BY SELF INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**

IV. AMENDMENTS TO THE AGENDA - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

V. PUBLIC COMMENTS - Three minutes for each speaker.

VI. MATTERS FROM STAFF

VII. CONSENT CALENDAR: All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the I-710 EIR/EIS Project Committee.

- A. Approve Minutes for the Meeting of January 30, 2014, of the I-710 EIR/EIS Project Committee

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEM.

VIII. REPORTS

- A. Newly Appointed I-710 CAC Appointees – Report by MIG

5 Min

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- B. Recommended Alternatives to be Included for Evaluation in the I-710 RDEIR/SDEIS

30 Min

1. Preliminary Alternatives 5C and 7 – Report by URS
2. Geometric Refinement / Concept Plans – Oral Report by URS
3. Alternative Comparison Summary – Report by URS
4. Caltrans Response – Report by Caltrans
5. Corridor Advisory Committee Recommendation – Oral Report by MIG
6. Technical Advisory Committee Recommendation – Oral Report by I-710 TAC Chair

SUGGESTED ACTIONS: RECOMMEND TO MTA BOARD AND CALTRANS THE TWO BUILD ALTERNATIVES TO BE INCLUDED FOR EVALUATION IN THE RDEIR/SDEIS; AND/OR GIVE DIRECTION TO STAFF

20 Min

- C. I-710 Early Action Projects - Measure R Funding Update
 1. I-710 TAC Recommendations – Summary – Oral Report by I-710 TAC Chair

2. Bi-Annual Programming of Funds Exercise – Oral Report by Metro with Changes to go to Metro Board
3. Introduction to the Consultant Program Manager for Measure R Funds– Oral Report by Metro

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. I-710 Aesthetics Master Plan Presentation by Jennifer Tiara, Caltrans

10 Min SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

E. COG Engineer’s Report – Oral Report by Yvette Kirrin and/or Kekoa Anderson

10 Min SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

IX. MATTERS FROM THE I-710 EIR/EIS PROJECT COMMITTEE

X . MATTERS FROM THE CHAIR

XI. ADJOURNMENT

NOTICE: New items will not be considered after 8:00 p.m. unless the I-710 EIR/EIS Project Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 EIR/EIS Project Committee meeting scheduled for Thursday, October 30, 2014, 6:30 PM.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

VII. CONSENT CALENDAR
Item A
Approval of Minutes

**MINUTES OF THE MEETING OF THE
I-710 CORRIDOR EIR/EIS PROJECT COMMITTEE**

A Meeting Held at Progress Park

**15500 Downey Ave.
Paramount, CA**

January 30, 2014

I. Call to Order

Co-Chairman Hurtado called the meeting to order at 6:30 p.m.

II. Roll Call

Roll Call was taken by self-introductions:

COMMITTEE MEMBERS PRESENT: Gil Hurtado, City of South Gate, Co-Chair; Nestor Enrique Valencia, City of Bell; Pedro Aceituno, City of Bell Gardens; Jim Dear, City of Carson; Luis Marquez, City of Downey; Rosa E. Perez, City of Huntington Park; James Johnson, City of Long Beach; Sal Alatorre, City of Lynwood; Gene Daniels, City of Paramount; Larry Forester, City of Signal Hill; William Davis, City of Vernon; Patrick V. DeChellis, County of Los Angeles; Ron Kosinski, Caltrans; Diane DuBois, MTA; Judy Mitchell, SBCCOG (ex officio).

COMMITTEE MEMBERS ABSENT: Denise Robles, City of Commerce; Aja Brown, City of Compton; Jack Guerrero, City of Cudahy; Oscar Magana, City of Maywood; Doug Drummond, Port of Long Beach; Douglas Krause, Port of Los Angeles; Lilia Leon, I-5 JPA; Mike Jones, SCAG; Barbara Messina, SGVCOG; Mark Sedlacek, LADWP (ex officio); Garry Garrigue, Southern California Edison (ex officio).

ALSO PRESENT: Niki Tennant, Office of Assemblymember Bonnie Lowenthal; Victoria Chung, Office of Assemblymember Bonnie Lowenthal; Kekoa Anderson, Project Manager, City of Long Beach; Nisha Patel, Assistant City Engineer, City of South Gate; Doug Failing, Highway Programs, Metro; Ernesto Chaves, Transportation Planning Manager, Metro; Adrian Alvarez, Project Manager, Metro; Alberto Esqueda, Metro; Peter Greenwald, Senior Policy Advisor, South Coast AQMD; Ivy Tsai, Deputy General Counsel, GCCOG; Richard Powers, Executive Director, GCCOG; Jack Joseph, Deputy Executive Director, GCCOG; Karen Heit, Transportation Deputy, GCCOG; Jerry Wood, Engineer, GCCOG; Dave Levinsohn, Project Manager, URS; Shannon Willits, URS; Rob McCann, President, LSA; Esmeralda Garcia, Project Manager, MIG; Julia Lester, Environ.

III. Pledge of Allegiance

Member Marquez led the Pledge of Allegiance.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

There were no public comments.

VI. Matters from Staff

There were no matters from staff.

VII. Consent Calendar

It was moved by Member DuBois, seconded by Member Forester, to approve the minutes of the meeting of May 30, 2013. The motion was approved unanimously.

VIII. Reports

A. I-710 Corridor Project EIR/EIS Engineering Update

Dave Levinsohn, URS, gave a PowerPoint presentation reviewing the status of the engineering work on the project. He presented a refresher on the Purpose and Need Statement and on the various alternatives studied in the Draft EIR/EIS and the alternatives currently under consideration for the recirculated Draft EIR/EIS. He pointed out that Alternative 6D included only the physical and operational improvements of Community Alternative 7, but that other elements of Community Alternative 7 were being studied as part of other planning efforts such as the Gateway Cities Strategic Transportation Plan.

Shannon Willits, URS, continued the PowerPoint presentation and discussed what had changed since the release of the original draft EIR/EIS, including the context sensitive design, traffic forecasts, and air quality. Mr. Willits said more current and detailed information on the right-of-way constraints now informs the design of the project. He said cost and affordability will play a larger role and freight corridor access remains constrained.

Peter Greenwald, Senior Policy Advisor, South Coast Air Quality Management District, expressed concern regarding the effects on the traffic forecast associated with now including SCIG and ICTF projects. He said the new traffic forecast is very recent and the Technical Advisory Committee had not yet finalized its approval. Mr. Greenwald said that none of the factors mentioned today require modifying the alternatives at this time. He said he wanted to continue to emphasize the importance of zero emission trucks. Gateway Cities, he said, will still be heavily impacted by diesel particulates.

After discussion among the Project Committee members, it was moved by Member Forester, seconded by Member Davis, to concur with the TAC recommendations to address the I-710 Corridor Project as a result of the changes as outlined in the staff report; and to concur with the TAC recommendation reaffirming its concurrence with the Purpose and Need Statement for the I-710 Corridor Project. The motion was approved unanimously.

B. I-710 Traffic Forecast Update

Dave Levinsohn, URS, gave a PowerPoint presentation which summarized changes to the traffic model since the release of the Draft EIR/EIS. He identified key travel demand inputs that had been updated, including the SCIG and ICTF projects, new understanding of the transload truck patterns, the 2012 SCAG RTP travel demand model, and port cargo projections. Overall, the 2012 SCAR RTP model shows lower projected port truck volumes and greater volumes of non-port trucks on I-710 than the 2008 SCAG RTP model.

Mr. Levinsohn reviewed the revised alternatives, including Alternative 6B, which included a zero emission freight corridor without a tolling feature; Alternative 6C which incorporates tolling on the freight corridor and includes transit improvements; and Alternative 6D, which also has a freight corridor with tolling and includes the physical/operational elements of Community Alternative 7.

Rob McCann, LSA, continued the PowerPoint presentation and addressed the question of what these changes in the traffic model will mean. He said that the usage of the freight corridor was highly sensitive to tolls; the location of the ingress/egress points to the freight corridor make a difference in its usage; and that the port trucks and non-port trucks have different travel-patterns on I-710. Mr. McCann said the recirculated Draft EIR/EIS will discuss the assumptions used in traffic forecasting and associated uncertainties, the results of any sensitivity analyses that test different assumptions; and factors considered in reassessing the project alternatives.

In response to a question from Member Forester, Mr. McCann said the total traffic projections are similar to before, but there are changes in the vehicle mix and locations on the freeway.

Member Johnson asked whether zero emission technology was still part of the project. Gateway Cities COG Engineer Jerry Wood responded that it is and would be addressed in Item C on the agenda.

Member Johnson asked whether including the assumption that the SCIG facility would be constructed in the traffic model constituted an endorsement of the SCIG project by the Project Committee. He stated that the City of Long Beach is currently in litigation regarding the SCIG EIR. Mr. Levinsohn responded that the assumption that the SCIG would be constructed is being included only for analytical purposes.

It was moved by Member Johnson, seconded by Member Forester, to amend the I-710 Need and Purpose Statement to insert the words “as well as other known pollutants” following “Diesel particulates” at the beginning of the Air Quality and Public Health section. The motion was approved unanimously.

It was moved by Member Forester, seconded by Member Daniels, to concur with the Technical Advisory Committee directing staff and the consultants to continue to work with the updated traffic model and forecasts for the initial traffic modeling runs; and for the project team to return and present the initial traffic modeling runs with this new set of key traffic assumptions inputs, review the results, and work with other agencies and groups as frequently as possible. The motion was approved unanimously.

It was moved by Member Forester, seconded by Member Daniels, to concur with the Technical Advisory Committee’s recommendations with the proposal on how to address the uncertainties in the key traffic forecasting assumptions in the RDEIR/SDEIS as outlined in the staff report and summarized in the “Frequently Asked Questions” paper attached to the report. The motion was approved unanimously.

C. I-710 Air Quality Findings Update

Julia Lester, Environ, gave a PowerPoint presentation providing an update on the air quality analysis for the I-710 corridor. She reviewed new data obtained regarding the zero emission freight corridor, which defined the electric power requirements for the corridor. It was determined that the electric power required for an overhead catenary system would be the equivalent of 57,000 households. To provide that power, a lot of infrastructure would be needed.

It was reported that with funding from Metro, CALSTART completed a conceptual commercialization plan for developing and deploying a fleet of zero emission trucks in the I-710 corridor. Ms. Lester said the pathway to zero emission trucks involves assessment of vehicle technologies, development of a supporting regulatory framework, a power infrastructure, and financial incentives.

Ms. Lester reported that the new air quality analysis to be included in the recirculated Draft EIR/EIS will have a new base year of 2013-14. Since the original base year of 2008, the vehicle fleet had become much cleaner. Projecting forward to 2035, the no-build alternative would still see significant improvements in air quality.

It was moved by Member Forester, seconded by Member Alatorre, to receive and file the report. The motion was approved unanimously.

D. I-710 RDEIR/SDEIS Alternatives Reassessment

Dave Levinsohn, URS, gave a PowerPoint presentation which recommended revising the range of new preliminary alternatives to better respond to Purpose and Need, incorporate new data, and use the most current information. He said the new data had resulted in amending the range of new preliminary alternatives to include the build elements of "Community Alternative 7" in Alternative 6D; increase air quality and health benefit strategies in light of the lower expected benefits of the zero emission freight corridor; assess the location of freight corridor ingress/egress points to encourage utilization; eliminate the tolling feature to encourage utilization of the freight corridor; and incorporate freeway modernization design features in all alternatives. Mr. Levinsohn said the intent of amending the ranges of new alternatives is to reduce project costs in proportion to benefits and to be more flexible to respond to future changes in travel patterns and goods movement logistics, as well as to promote project phasing.

Shannon Willits, URS, reviewed the features of Alternatives 7 and 5C. He said considerations for Alternative 7 are that freeway alignment and structures not be positioned to constrain future general purpose lane additions; and that interchange modernization strategies be used to address existing safety and operational deficiencies. He said new design features in Alternative 5C include collector/distributor roads, truck bypass lanes, and buffered lanes to reduce auto-truck conflicts. Alternative 5C does not include a freight corridor in order to reduce right-of-way impacts and construction costs. He said these concepts would be further developed in consultation with Caltrans and FHWA and the local advisory committees.

Joan Greenwood, Member of the Community Advisory Committee, said Community Alternative 7 merits serious consideration because of potential improvements to flood capacity.

Jessica Tovar, Project Manager for the Long Beach Alliance for Children with Asthma, read from a letter dated January 30, 2014 from the Coalition for Environmental Health and Justice requesting that they receive data and reports on the I-710 Corridor project traffic modeling results 45 days before any decision or action items are made.

Martha Guerrero, Long Beach resident, said the Community Alternative 7 build elements and community benefits should both be included in the EIR.

James Huey, East Yards Communities for Environmental Justice, said the freeway is inadequate and needs to be improved, but Alternative 5C is not enough. He said a zero emission truck corridor is needed.

Marlene Estrada, East Yards Communities for Environmental Justice, said she opposed Alternative 5C.

Hugo Lujan, East Yards Communities for Environmental Justice, said to choose Alternative 5C is to say that air quality is not a priority.

Mark Lopez, East Yards Communities for Environmental Justice, said the data being used to project traffic on a tolled freight corridor is flawed. He said the study should look at a private partner to have exclusive use of the freight corridor.

Robert Cabrales, Communities for a Better Environment, said the data showing improvements in air quality need to be examined closely.

Judy Mitchell, Board Member, South Coast Air Quality Management District, said there have been improvements in air quality because of volunteer activities, port programs, and regulations, but we still have a long way to go to comply with the Federal Clean Air Act.

It was moved by Member Forester, seconded by Member Davis, to concur with the Technical Advisory Committee recommendations to proceed with development and refinement of the proposed preliminary revised build alternatives as follows:

1. Proceed with the new set of preliminary build alternatives as outlined in the staff report and presented to the Technical Advisory Committee for initial analysis for the I-710 Corridor Project in the RDEIR/SDEIS;

2. Proceed with documenting the entire alternatives development process for the I-710 Corridor Project in the RDEIR/SDEIS as outlined in the Frequently Asked Questions paper attached to Agenda Item B;
3. Develop geometric concept plans for the preliminary, revised alternatives and present them to the Technical Advisory Committee as soon as possible based on this new data, information, and traffic forecasts;
4. Continue to work with the local advisory committees, the Community Advisory Committee, and community groups to further refine these two preliminary, revised alternatives and their geometric plans and report back to the Technical Advisory Committee and the Project Committee;
5. Report back to the Technical Advisory Committee and Project Committee on a revised schedule for completing the EIR/EIS as expeditiously as possible.

The motion was approved unanimously.

E. Community Participation Report on I-710 Corridor Project RDEIR/SDEIS

Esmeralda Garcia, MIG, gave a PowerPoint presentation regarding recent meetings and public participation activities. She said the Community Advisory Committee had concurred with the Technical Advisory Committee recommendations but did not want to preclude the freight corridor and wanted ample time to review the data. She indicated that there were two vacancies on the Community Advisory Committee that she hoped would be filled soon.

It was moved by Member Forester, seconded by Member Valencia, to receive and file the report. The motion was approved unanimously.

F. Status of Current Early Action Projects and Measure R Funding Review

Gateway Cities COG Engineer Jerry Wood reported that the Request for Proposals for design of the Shoemaker Bridge in Long Beach would be out for distribution next week. He said the Technical Advisory Committee had agreed with MTA's recommendation to hire a program manager for the Measure R projects.

It was moved by Member Dear, seconded by Member Daniels, to receive and file the report. The motion was approved unanimously.

G. COG Engineer's Report

Gateway Cities COG Engineer Jerry Wood reported on the Gateway Cities Strategic Transportation Plan and said the consultant team was modeling traffic projections. He said the results would be available for the Project Committee by the next meeting in May. He said the Plan's Technology Deployment element includes cars and busses, not just trucks, for conversion to zero vehicles.

It was moved by Member Dear, seconded by Member Davis, to receive and file the report. The motion was approved unanimously.

IX. Matters from the I-710 EIR/EIS Project Committee

Gateway Cities COG Executive Director Richard Powers thanked MTA and Caltrans for their partnership.

X. Matters from the Chair

There were no matters from the Chair.

XI. Adjournment

It was moved by Member Forester to adjourn. The meeting was adjourned by consensus at 9:07 p.m.

**VIII. REPORTS
ITEM B**

**Recommended Alternatives to be
Included for Evaluation in the I-710
RDEIR/SDEIS**

(powerpoint presentation)

TO: I-710 Corridor Project EIR/EIS Project Committee

FROM: Richard Powers, Executive Director, Gateway Cities COG

BY: Project Team

SUBJECT: Recommended Alternatives to be Included for Evaluation in the I-710 RDEIR/SEIS

Background

At the January 30, 2014 Project Committee Meeting, staff was directed to proceed with the development of a new set of preliminary alternatives, document the development of these alternatives and develop new geometric concept plans for the revised build alternatives.

Staff was further instructed to continue to work with the LACs, CAC and community groups to further refine the preliminary build alternatives and geometric concepts and return to the PC with a revised RDEIR/SDEIS schedule.

Recommended Action

It is recommended that the PC review and forward the two build alternatives to the MTA Board and Caltrans to be included for evaluation in the RDEIR/SDEIS.

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

Recommended RDEIR/SDEIS Alternatives presented to the

I-710 EIR/EIS Project Committee July 31, 2014



MetroTM



Port of
LONG BEACH
The Green Port

THE PORT LA
OF LOS ANGELES



What We Covered At Our Last Meeting

January 30, 2014 Project Committee Meeting:

- What's Changed Since We Circulated the I-710 Corridor DEIR/DEIS
 - Context Sensitive Design Improvements
 - Updated Traffic Forecasts / Truck Patterns
 - Air Quality Status Update
- How We Improved the Range of Alternatives to Meet Purpose and Need
- Introduced New Set of Preliminary Build Alternatives (Alternative 7 and Alternative 5C)



Metro[™]

What We Covered At Our Last Meeting

January 30, 2014 Project Committee Meeting Action /
Direction to Staff:

1. Proceed with new set of preliminary build alternatives for initial analysis (Alternative 7, Alternative 5C).
2. Document the explanation of the alternatives development process as part of the I-710 Corridor DEIR/DEIS.
3. Develop geometric concept plans for the preliminary, revised build alternatives.
4. Continue to work with the LACs, CAC, and community groups to further refine the preliminary build alternatives and their geometric plans.
5. Report back on a revised RDEIR/SDEIS schedule.



Metro[™]

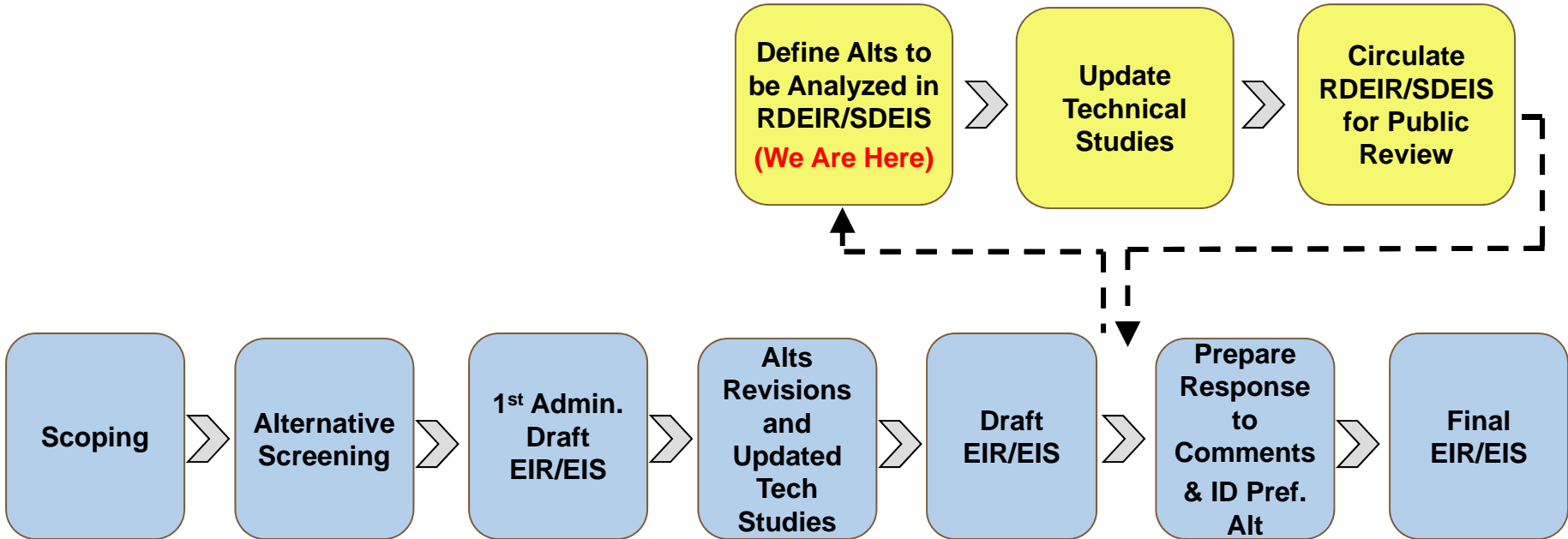
Preview of Today's Presentation

- Where We Are in the Process
- Overview of New Set of Preliminary Build Alternatives: Alternative 7 and Alternative 5C
- Status of Geometric Concept Plans and Refinements
- Community Participation Report
- Alternative Comparison Summary
- Corridor Advisory Committee Recommendation
- Technical Advisory Committee Recommendation
- What Happens Next



Key Milestones - Current Process

I-710 Corridor Recirculated Draft EIR / EIS



Proposed Alternatives for the I-710 Corridor RDEIR/SDEIS



RDEIR/SDEIS Alternatives

Alternative 1

No Build Improvements



Alternative 5C

 Air Quality Measures





I-710 Widening

Modernize I-710 Geometrics


Arterial System Improvements



TSM/TDM & ITS



No Build Improvements


 Focused Improvements 

Alternative 7

 Air Quality Measures

Zero/
Near Zero Emissions  Automated Guidance 

 Freight Corridor 





Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

 Focused Improvements 



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



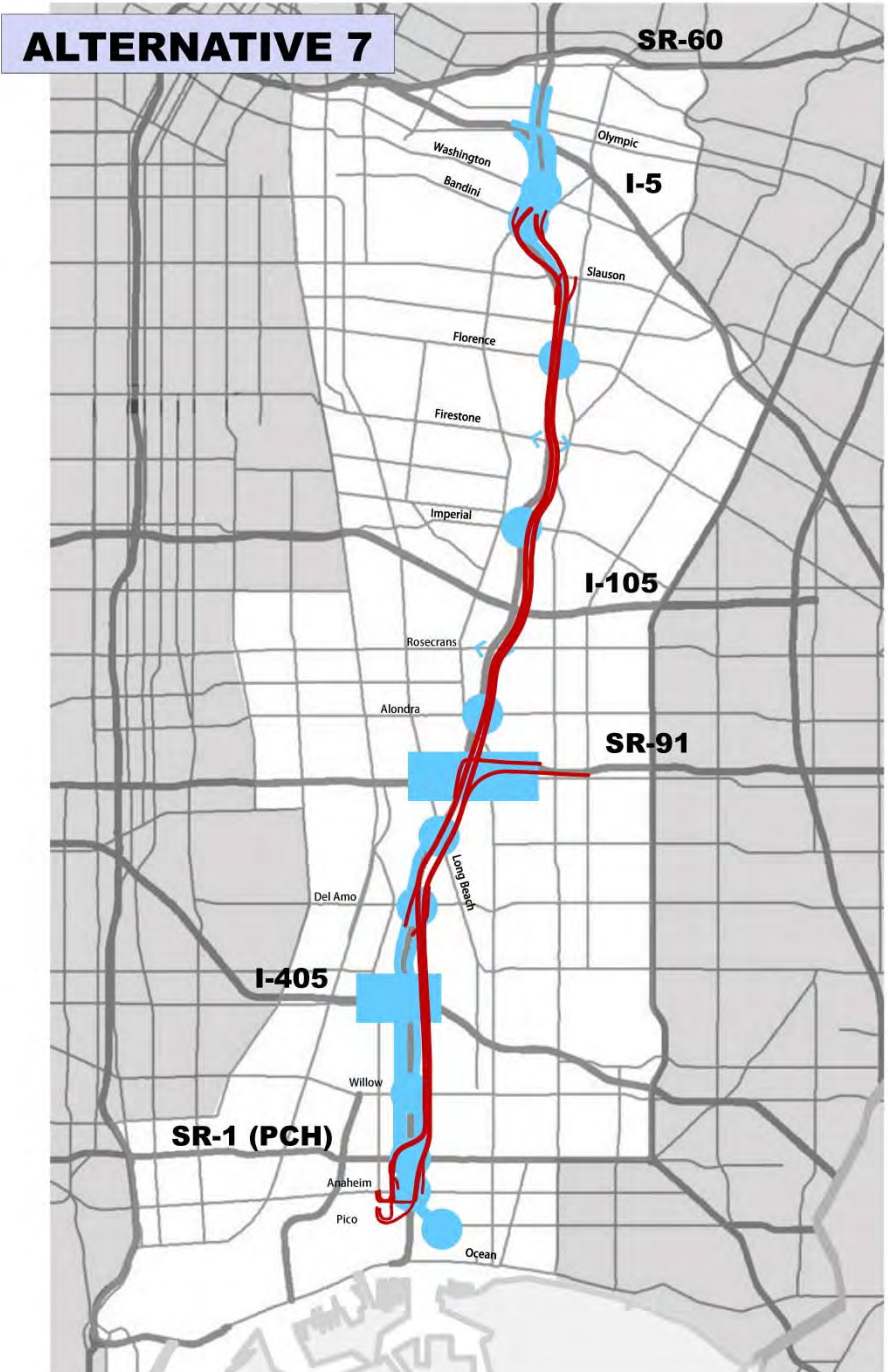
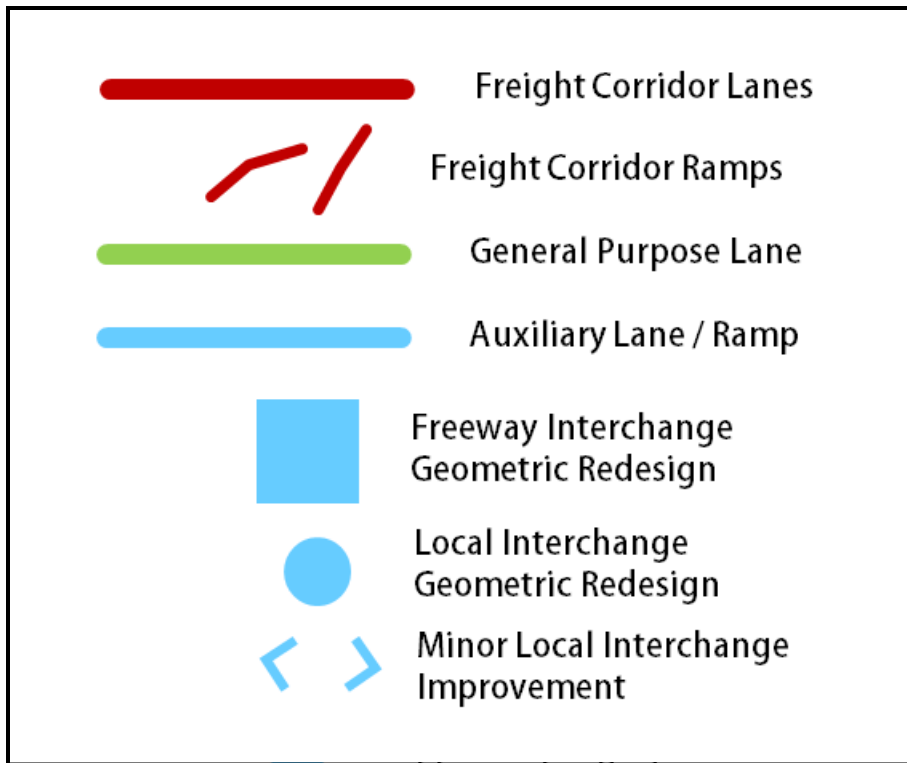
Metro[™]

Alternative 7 (Continued)

Freeway Design Considerations:

- Freeway alignment and structures are designed to allow for post-2035 GP lane additions (*but these lanes are not “cleared” in the RDEIR/SDEIS*)
- Interchange modernization elements will address existing safety and operational deficiencies
 - Reconfiguration of Interchanges
 - Auxiliary Lanes
 - Complete Streets

Alternative 7



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










Alternative 5C (Continued)

Considerations:

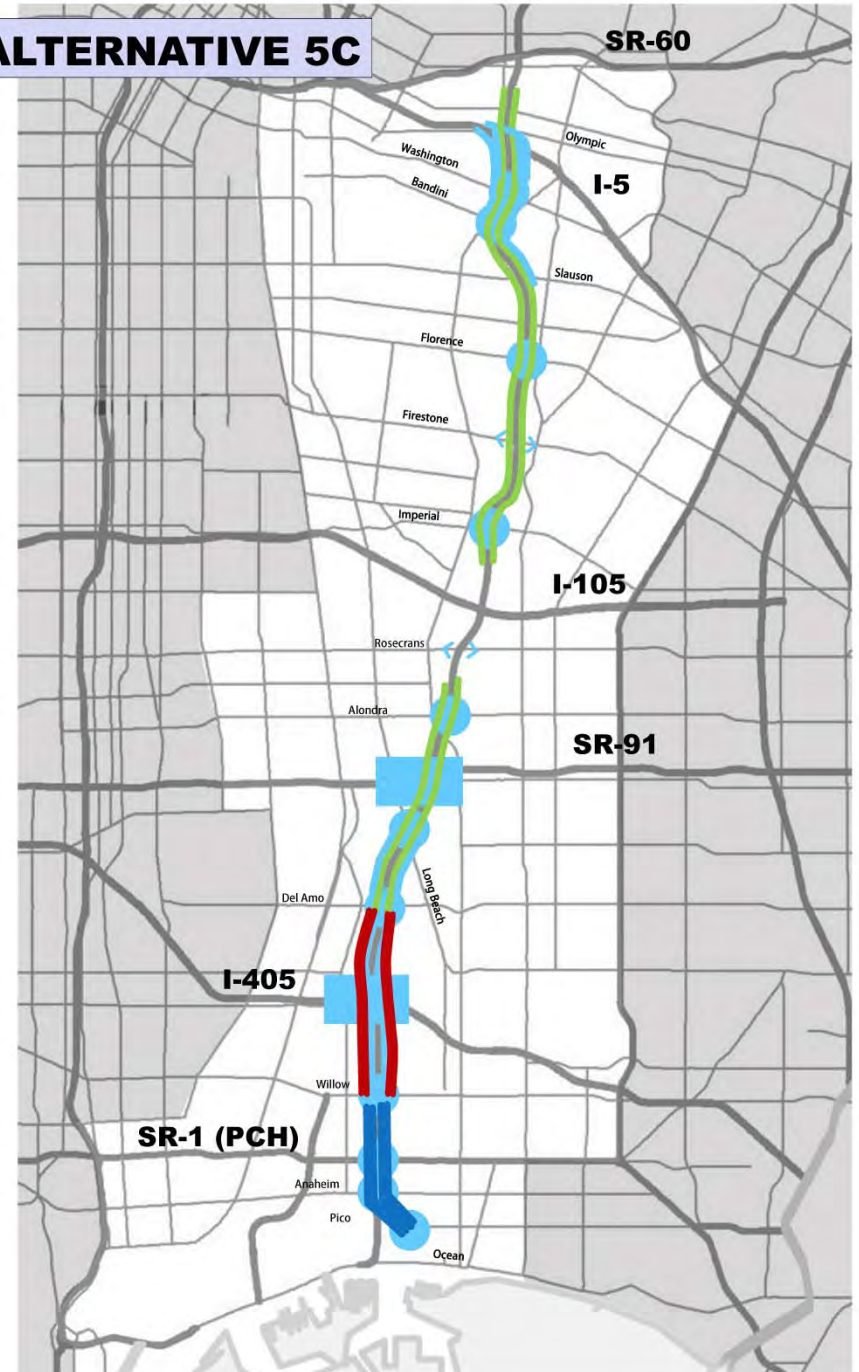
- Freeway alignment and structure positioning does not accommodate a future Freight Corridor
 - Reduces Right of Way Impacts
 - Reduces Construction Costs
 - Closer to Affordability
- Interchange modernization strategies will address existing safety and operational deficiencies
 - Reconfiguration of Interchanges
 - Auxiliary Lanes
 - Complete Streets

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



ALTERNATIVE 5C



Additional Features

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
- Community Health and Benefit Program



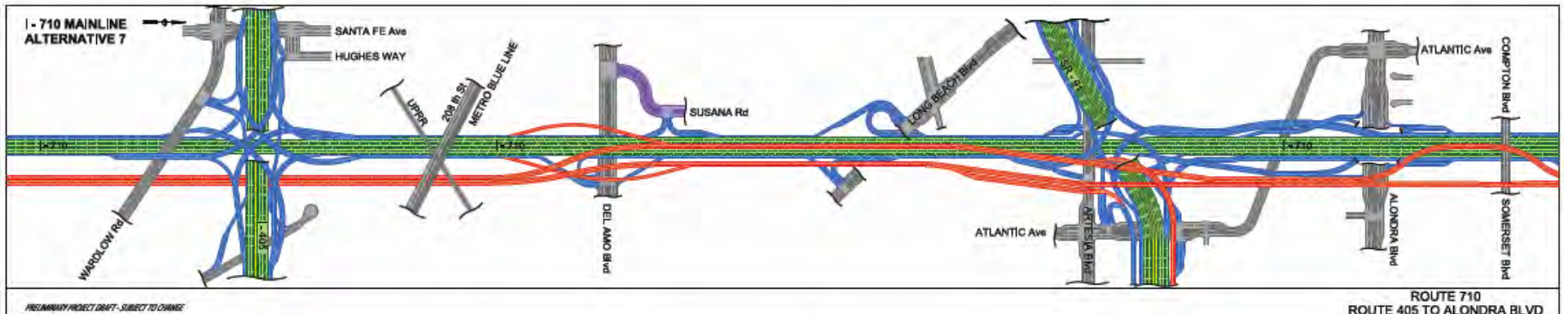
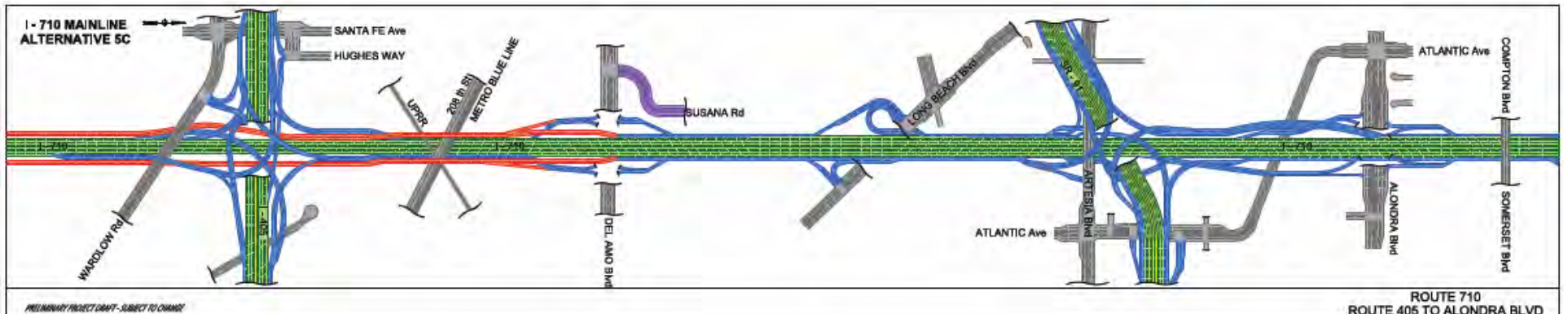
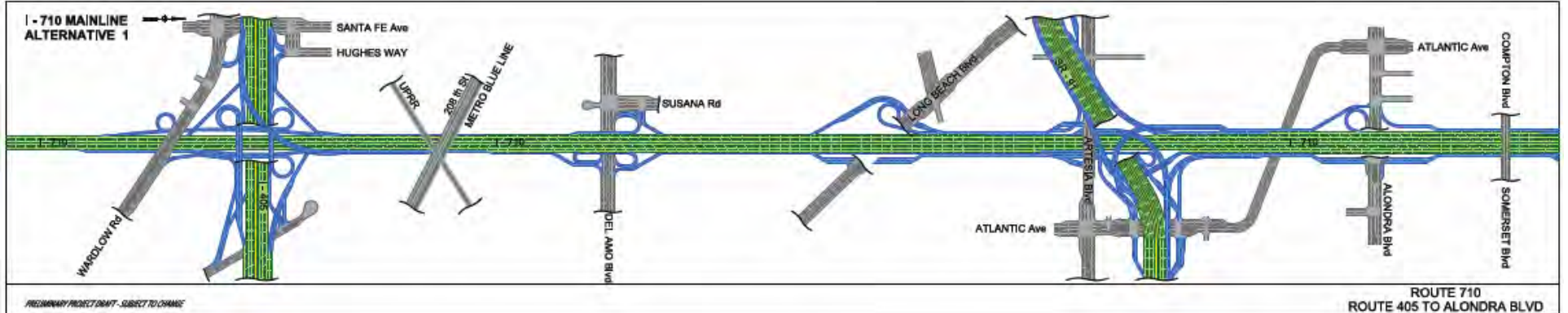
Geometric Concept Plans

Alternative 5C

Alternative 7



Geometric Concept Plans



PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

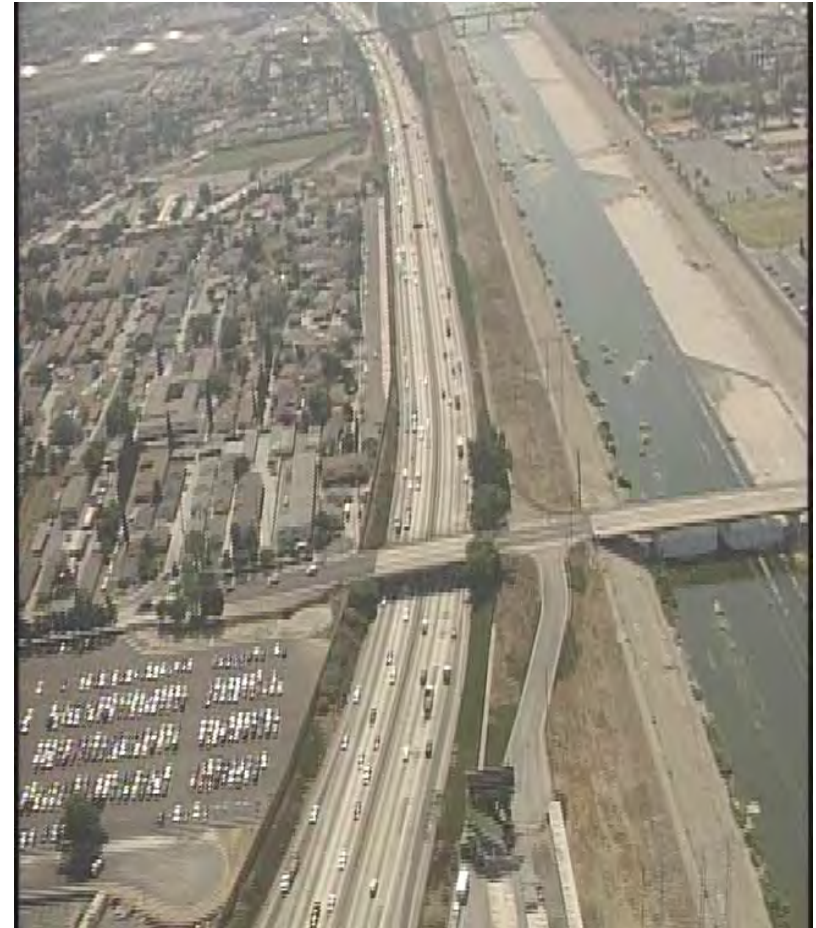
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Context Sensitive Design Elements

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



New Design Avoids Encroachment into the LA River Channel



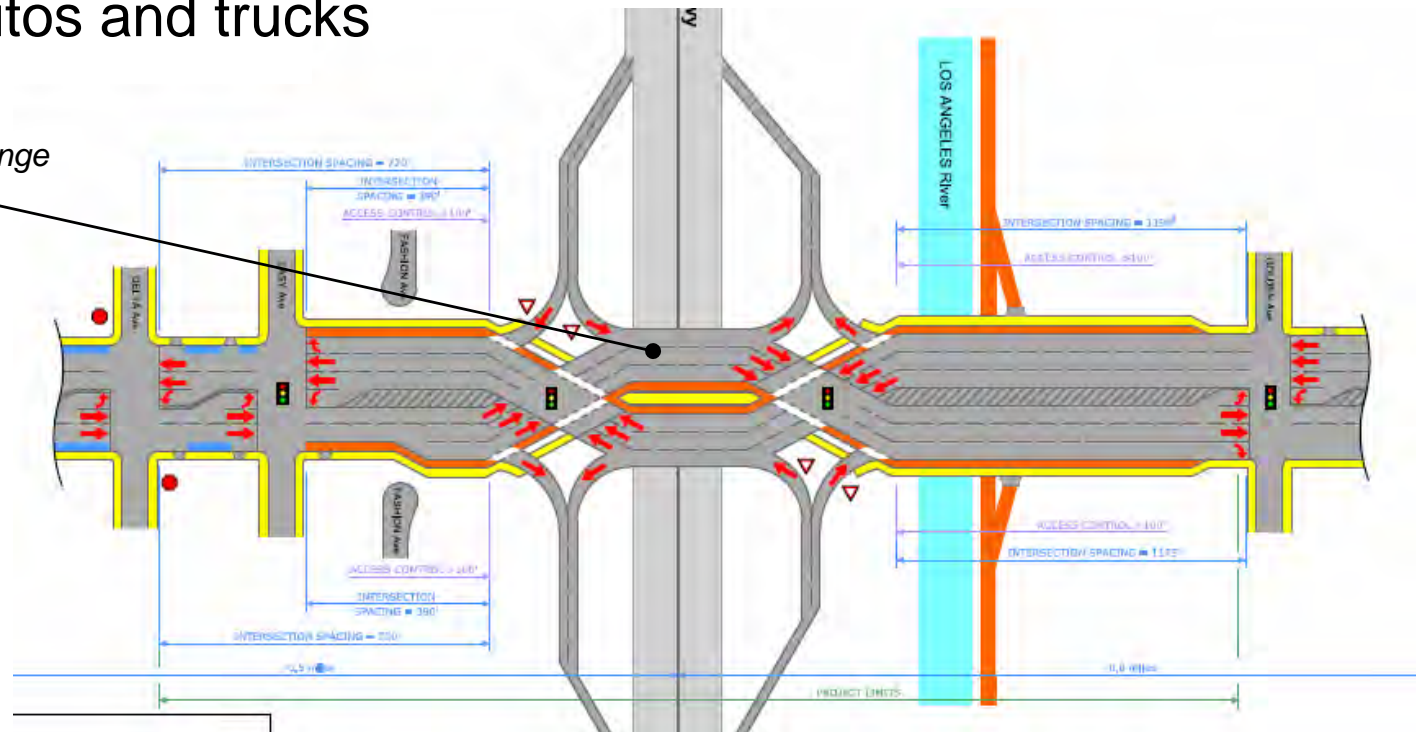
LA River Channel: The channel provides flood protection to neighboring communities along the corridor. Modifications to the channel require Army Corp approval.

Context Sensitive Design Elements

Freeway Modernization:

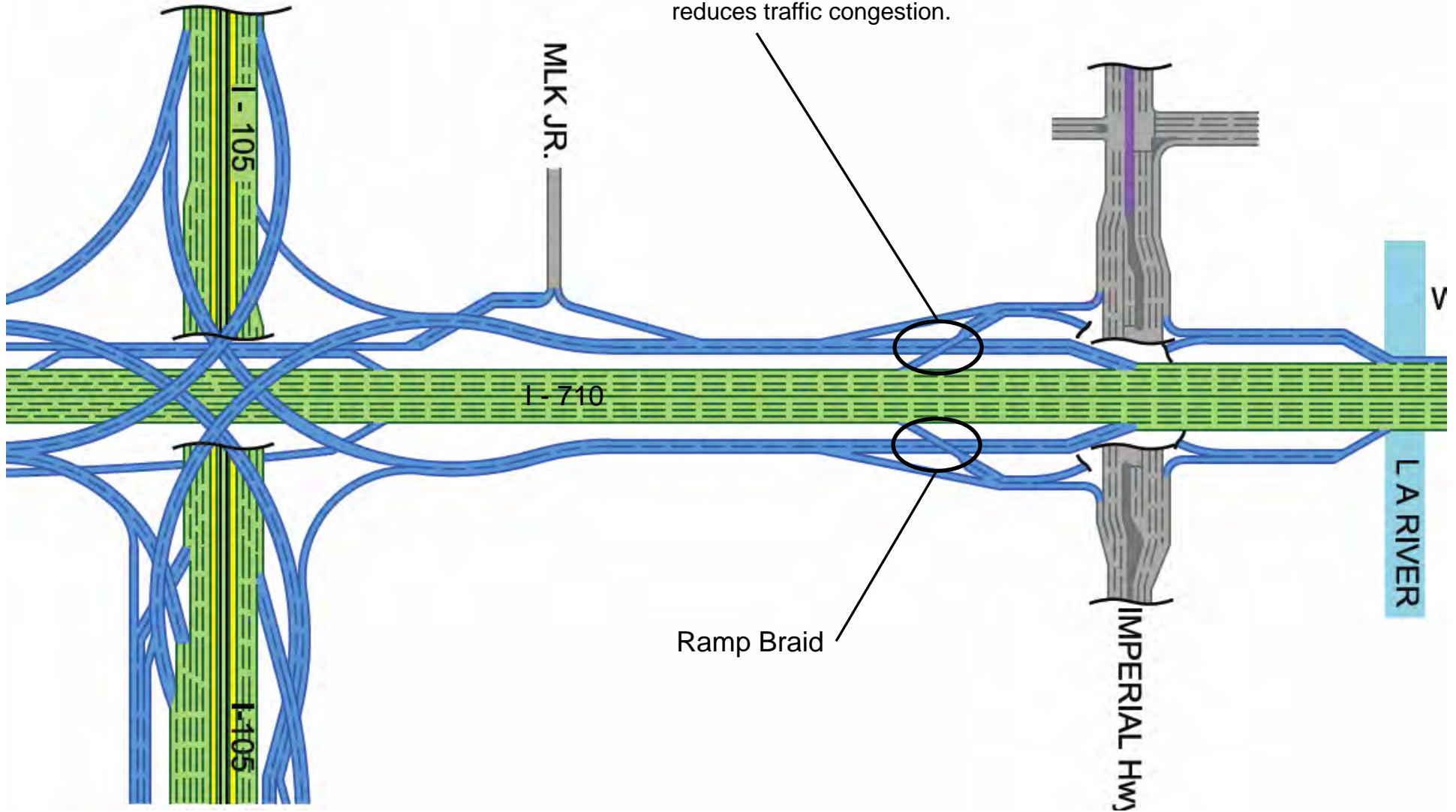
- Improves traffic safety
- Reduces traffic congestion
- Includes features that separate autos and trucks
- Includes innovative local interchange design to address local concerns.

*Example:
Diverging Diamond Interchange
(DDI) Design Option.
I-710 at Willow Street.*

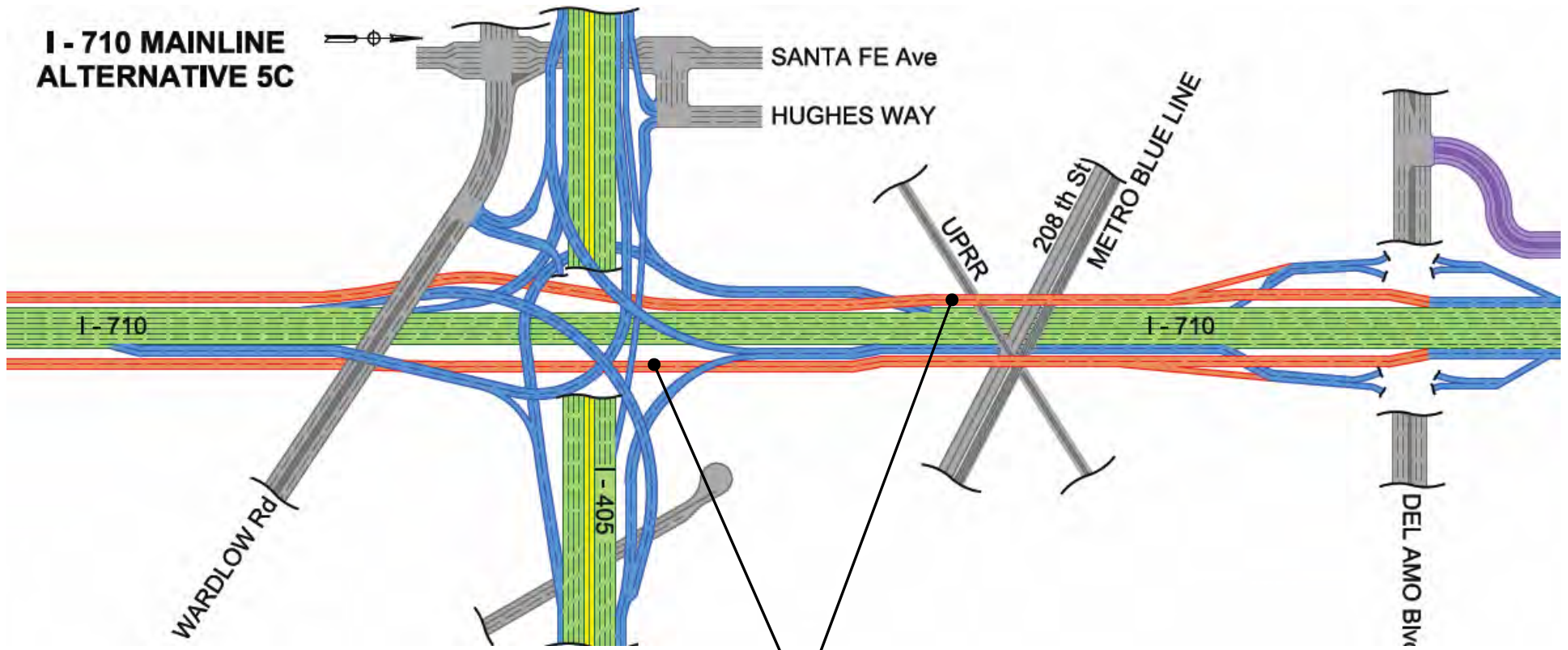


Freeway Modernization

Features such as Ramp Braiding eliminates Weaving and Merge Conflicts along the I-710 Freeway. Improves traffic safety and reduces traffic congestion.

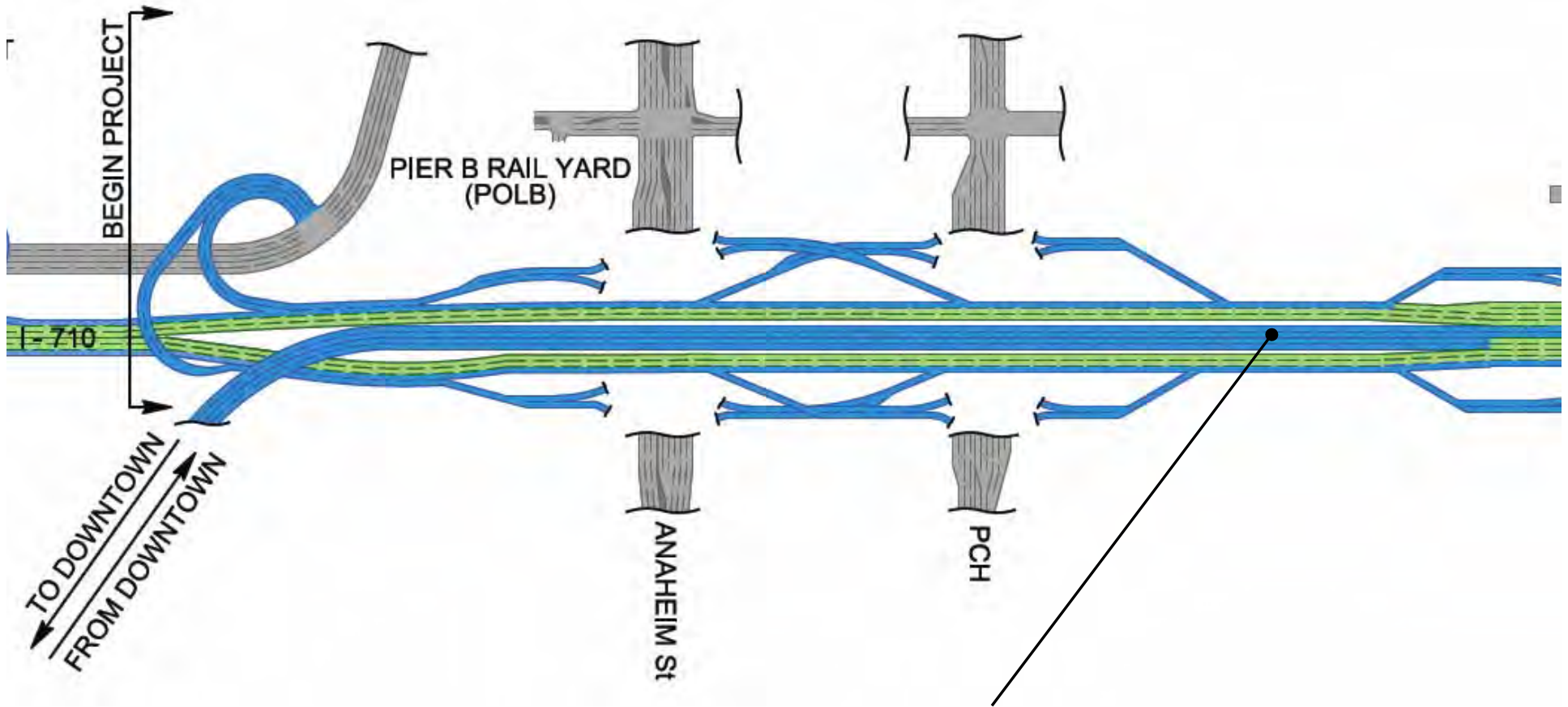


Elements That Separate Cars and Trucks



Truck Bypass Lanes help separate cars from trucks through the I-405 Interchange area.

Elements That Separate Cars and Trucks

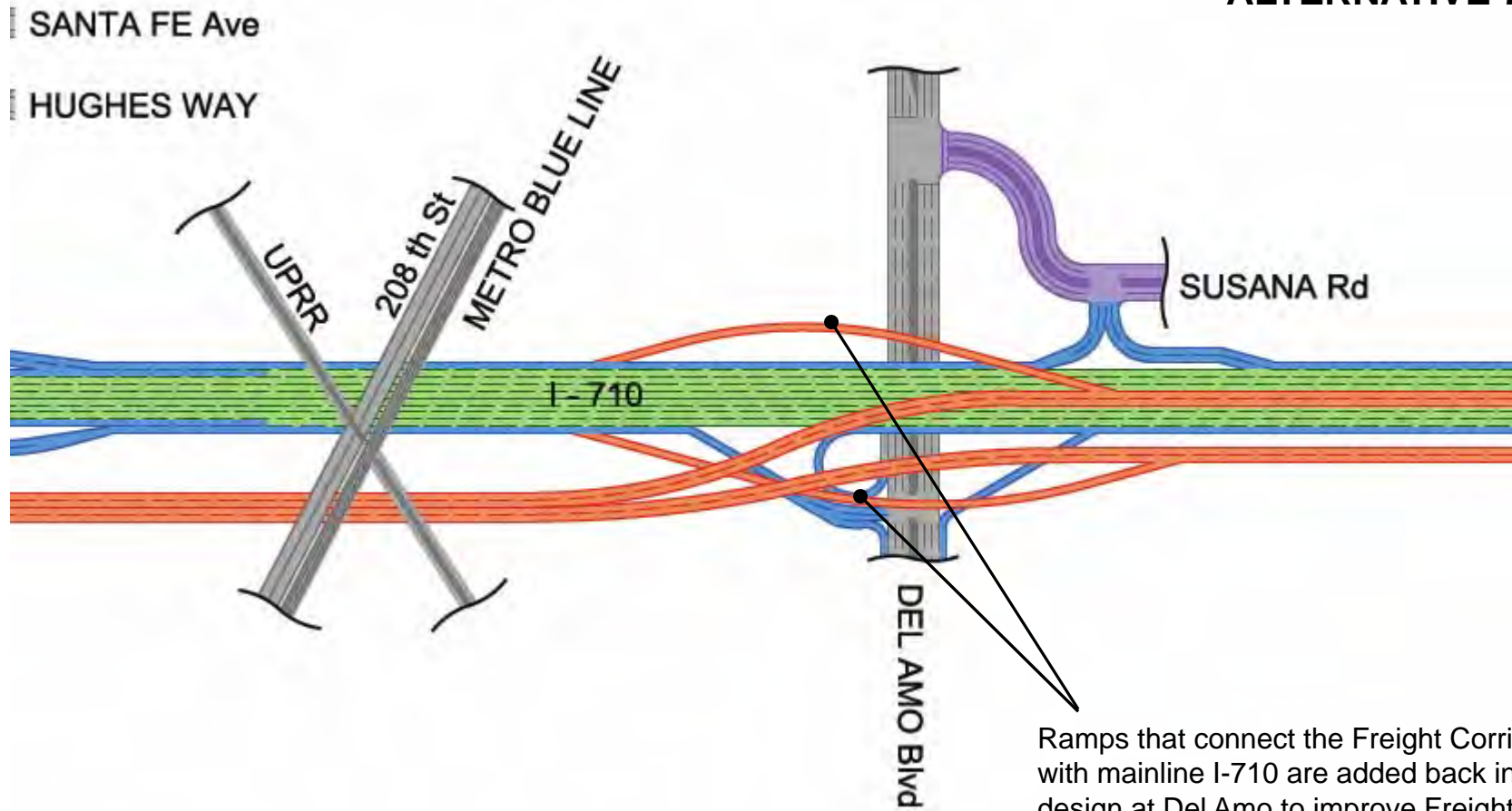


Buffered "Downtown Only" Lanes help separate cars from trucks approaching the downtown Long Beach area.



Improve Freight Corridor Access

ALTERNATIVE 7



Ramps that connect the Freight Corridor with mainline I-710 are added back into the design at Del Amo to improve Freight Corridor utilization.

Community Participation



Community Participation

Charge from the Project Committee:

Continue to work with the Local Advisory Committees, the Community Advisory Committee, and community groups to further refine the two preliminary, revised alternatives and their geometric plans and report back to the Technical Advisory Committee and the Project Committee.



Community Participation Outreach

Social Media Launch



Facebook.com/metroi710



Twitter handle: @metroi710

or if viewing from a computer: Twitter.com/metroi710



Metro[™]

Local Advisory Committees (LACS)

February – July 2014

- Bell Gardens – 1 meeting
- Carson – 1 meeting
- Commerce – 2 meetings
- East Los Angeles – 1 meeting
- Long Beach Oversight Committee – 1 meeting
- Paramount – 1 meeting
- South Gate – 1 meeting