



Local Advisory Committee

City of Carson

Meeting #5

February 26, 2009

6:00-8:00 p.m.

21156 Santa Fe Ave., Carson

MEETING SUMMARY

INTRODUCTION

On February 26, 2009 the I-710 Carson Local Advisory Committee met to discuss topics related to the I-710 Corridor Project EIR/EIS. Representatives from the project team included: Esmeralda Garcia (MIG), Jerry Wood (Gateway Cities COG), Jack Waldron (URS), Devon Cichoski (Metro), and Arcelia Arce (The Robert Group). The purpose of the meeting was to provide updates on Subject Working Group progress, geometric plans, and technical studies completed to date, including alternatives screening methodologies. The committee members' feedback and input were encouraged throughout the meeting.

Ray Park, LAC Chair, opened the meeting by welcoming everyone and requesting a round of introductions. He then introduced Esmeralda Garcia who gave an overview of the agenda.

PROJECT UPDATE

This phase of the project has been underway for about a year, focusing on developing alternatives for study based on the Locally Preferred Strategy (LPS) which emerged at the end of the Major Corridor Study in 2004 through an extensive community outreach process. Over the first six months of last year, the team worked on refinements to the LPS. In September 2008 scoping meetings were held, and the team received confirmation on the alternatives development. After the scoping process, the team began a screening-level analysis to begin narrowing the alternatives down, with the goal of selecting three or four to carry into next phase of environmental engineering.

The project team identified criteria that will assist in screening the alternatives. There are a number of detailed technical studies that fed information into the screening process. The



technical studies that support the screening analysis have been completed and the Project Team will be presenting results at the next LAC meeting.

The next phase of the project, taking place over the next year-and-a-half, includes the development of the draft EIR/EIS. The draft EIR/EIS will be issued in summer 2010, and a formal environmental review process will be initiated.

The LAC expressed concerns regarding the preferred study guidelines that were recommended in the Tier 2 process. It was stated that these were being used as guidance.

SUBJECT WORKING GROUP REPORT

The subject working groups will be a key element as the project moves forward. They focus on specific topic areas and make recommendations to the CAC related to these topics. Meeting summaries were distributed for the three subject working groups. Ms. Garcia provided the LAC with an overview of the three groups.

The Transportation Subject Working Group is focusing on alternative technologies for the corridor, looking for alternative modes for cargo transport through the corridor.

The Environmental Subject Working Group has had the highest attendance of all the groups. This group has been able to give input on the refinement of studies being carried out by project environmental consultant, ENVIRON. The specific environmental study the group will be discussing is the Air Quality/Health Risk Assessment (AQ/HRA), which will assess the cumulative effects of all the projects within the corridor on air quality, and relate these to health risk. Mr. Park had concerns that there continue to be multiple reports with different findings and topics. It was his desire to have one report with all of the information in one place.

The Community Enhancement and Local Economy Subject Working Group has been focusing on enhancements along corridor. The technical team presented a variety of ideas so that the group could consider various possibilities. Given right-of-way limitations, space will present a challenge to design considerations.

Ms. Garcia indicated that all subject working group meetings are open to the public, and meeting dates will be posted on the project website. The intention is for all three subject working groups to hold meetings at locations throughout the corridor to make it convenient for all members.

GEOMETRICS

Mr. Park gave an update on the community's comments regarding the conceptual geometric plans. There is concern about car and truck circulation. Exiting the freeway poses challenges at Del Amo Blvd. and Susana. Commercial buildings might need to be acquired, and some street reconfiguration may also be necessary. The volume of traffic and the lack of sidewalks

make this area unsafe for pedestrians. There was a request to look into using different construction materials so as to minimize the need for repairs on the freeway.

With regards to the I-710/I-405 interchange, the community has reservations about the possibility of the construction getting closer to the residences.

TECHNICAL STUDIES

Mr. Waldron provided the LAC with an overview of the technical studies, including:

- Railroad goods movement study
- Alternative goods movement tech study
- Multi modal review study
- Initial feasibility analysis
- Screening methodologies

Railroad Goods Movement Study

The purpose of this study would be to assess possible Class 1 Railroad System and ability to handle projected cargo. All scenarios have some form of expansion plans. There is a need to look at the whole rail system in southern California.

Port cargo scenarios were reviewed, three were presented.

1. High cargo demand forecast, high on dock rail capacity, no new near dock rail facilities
2. High cargo demand forecast, high on dock rail capacity, both ICTF and SCIG constructed/expanded
3. Low cargo demand forecast, low on dock rail capacity, no new near dock rail facilities

Freight railroads are nearing capacity in the LA Basin. On dock expansion is likely, and implementation of Scenario 2 will be a great challenge. On dock and near dock expansion still does not meet international and domestic intermodal needs. There was concern with how to address railroad capacity issues as well as how these capacity issues impact other components of goods movement.

The committee had concerns with the following issues:

- How the economy might affect port growth
- Whether worldwide port expansion plans have been taken into account
- How environmental regulations implemented in Long beach and San Pedro has affected port growth.

Alternative Goods Movement Technology Study Overview

The purpose of the study is to:

- Support EIS evaluation
- Identify potential alignments

- Define attributes of a generalized alternative technology application
- Provide technology neutral definition of requirements

A background was then given on the potential technologies that were being studied followed by the terminal interfaces for each technology.

- Magnetic Levitation (maglev)
- Exclusive Contract Guideway
- Electric/Battery Powered Trucks

The committee had general questions regarding maglev technology. Mr. Wood explained that there was a demonstration site in San Diego that had proven the technology is feasible. In addition, it was explained that the technology was relatively efficient once on a fixed guideway. The committee was also interested in learning about whether there was technology available to continuously recharge truck batteries.

It was further explained that project staff is currently communicating closely with Edison and the Los Angeles Department of Water and Power to discuss potential power facility relocation as well as a potential expansion of the electrical grid, should there be an exclusive contract guideway with centenary wires constructed. The Environmental Subject Working Group was also reviewing the possibility of installing solar panels along the corridor to generate electricity for use on the corridor.

Multimodal Review Overview

The purpose of this review is to assess the ability of other modes in the I-710 truck corridor to reduce auto and truck traffic on I-710.

Initial Feasibility Analysis (IFA) Results Overview

The objectives of the IFA are to:

- Assess feasibility of meeting mobility goals of Need and Purpose under different port cargo growth scenarios
- Assess feasibility of meeting mobility goals with TSM/TDM
- Assess feasibility of meeting mobility goals with Maximum Rail Share and Alternative Goods Movement Technology

The project team reviewed the criteria for selecting cargo volume:

- Reasonable assumptions about future demand based on economic analysis
- Incorporates improvements that are funded/programmed or based on sound commercial interests (private investment)
- Not biased to justify higher levels of infrastructure investment
- Reasonable probability of developing a project to mitigate impacts
- Consistent with a conforming RTP
- If 2 scenarios have similar capacity requirements select scenario with higher impact levels
- Primary metric used is equivalent lane requirements for I-710

The committee had questions regarding number of lanes needed for the corridor. Staff explained that detailed traffic modeling results would be available in a month and recommendations would be brought forward. It was expressed that multi modal solutions would be important on the north end of the corridor.

The committee also had general questions regarding the incorporation of solar panels within the project and was interested in learning more about this concept.

Lastly, the committee asked why 2035 had been chosen as a planning horizon year instead of 2020, which had served as the planning horizon during the Major Corridor Study.

Introduction to Screening Methodology

The purpose of the alternatives screening is to identify the alternatives to be analyzed in detail in the EIR/EIS. There are six alternatives that will be analyzed:

- No Build
- Transportation Systems Management
- Enhanced Goods Movement by rail and/or Advanced Technology
- Arterial & I-710 congestion relief improvements
- Ten Lane Facility
- Alternatives 5 with addition of Freight Movement Corridor

The six alternatives will be screened according to the following 10 key goals:

- Improve air quality and public health
- Improve traffic safety
- Minimize design deficiencies
- Address projected traffic volumes
- Address projected corridor growth
- Minimize Right of Way impacts
- Minimize Section 4(f) impacts
- Reduce energy consumption
- Ensure environmental justice
- Promote cost effectiveness

It was expressed that today's design standards for freeway construction differs from the standards when the I-710 was initially built. The committee had questions regarding ramp meters and whether they were effective.

NEXT STEPS

The CAC will be meeting on March 19 at 6 p.m. at Progress Park in Paramount. The LAC was invited to participate.