



Transportation and Transit Working Group Meeting

December 17, 2008

6:00 PM – 8:00 PM

Metro Headquarters

One Gateway Plaza, Los Angeles, California, 90012

MEETING SUMMARY

INTRODUCTION

On December 17, 2008, the I-710 project team met with the Transportation and Transit Subject Working Group (SWG). The purpose of the meeting was to provide an orientation for the new working group, give an update on the I-710 EIR/EIS Corridor Project, introduce the Initial Feasibility Analysis and discuss future topics and meeting dates.

Attendees included: Lou Baglietto with Ports O' Call, Carol Berkeley representing the South Gate Local Advisory Committee (LAC), Robert Eula and Mario Sotelo representing the Commerce LAC and Sue Lai with the Port of Los Angeles. Members of the I-710 Project Team in attendance included Gerardo Alvarez and Devon Cichoski with Metro, Michael Fischer with Cambridge Systematics and Esmeralda Garcia and Pat McLaughlin with MIG.

After a round of introductions, Esmeralda Garcia of MIG reviewed the meeting agenda and objectives. She reviewed the charge and role of the group and gave an overview of advisory structure for the environmental phase of the I-710 corridor project. She explained that Subject Working Groups have been established in specialty areas (Transportation/Public Transit, Environmental and Community Enhancement/Local Economy). The Subject Working Groups will act as a liaison between the corridor communities and the larger Technical Advisory and Corridor Advisory Committees. Members of the SWG will be asked to communicate information from meetings to their LACs and other staff and community members. The groups are envisioned to be an adjunct to the Corridor Advisory Committee, delving into topics that are either recommended by the Corridor Advisory Committee or developed by the Subject Working Groups themselves.



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I-710 EIR/EIS CORRIDOR PROJECT UPDATE

Ms. Garcia reviewed the project schedule, including activities leading to the screening of alternatives. She mentioned that the upcoming work will be designed to assist those involved in commenting and advising on the best solutions for the corridor. This will involve understanding the levels of goods movement activity expected in the corridor, technology and design options to deal with air quality, congestion and safety issues. Ms. Garcia gave an update on the EIR/EIS progress to date. She explained that the first round (and in some cases follow-up) Local Advisory Committee meetings have been held in corridor communities, where the team introduced the project and discussed community visions and concerns. Three public environmental scoping meetings have been held along the corridor (in East Los Angeles, Paramount and Long Beach). At these meetings the team presented the project and facilitated community discussions on environmental concerns to be considered in the preparation of the draft Environmental Impact Report/Environmental Impact Study (EIR/EIS). Both the Corridor Advisory Committee and the Project Committee have also met, receiving presentations on goods movement forecasts, the environmental review process and the Health Risk Assessment methodology.

PROJECT SCHEDULE

Ms. Garcia reviewed the project schedule. Initial technical studies and discussions are scheduled for December and January, with screening alternatives to be discussed in January and February. A reduced number of screened alternatives will be adopted by the policy bodies (the I-710 Project Committee) in late April and these will be carried forward into more detailed environmental analyses. Community and advisory committee discussion and review will continue during the environmental analysis, with a draft EIR/EIS being issued in 2010.

INITIAL FEASIBILITY ANALYSIS

Mr. Waldron reviewed the components of the Initial Feasibility Analysis. He indicated that the purpose of the Initial Feasibility Analysis (IFA) is to consider options and alternatives for their viability and ability to solve problems identified during the Major Corridor Study. The main components of the IFA are a growth scenario, a rail capacity analysis, a review of alternative technologies and transportation systems management/transportation demand management options.

Mr. Waldron provided an overview of the railroad goods movement study, alternative technology (including maglev and various guideway proposals that had been presented to the Technical Advisory Committee) and the multi-modal review, which looked at the ability of transit, transportation demand management and transportation systems management to solve mobility problems in the corridor,

Issues and points discussed by Subject Working Group members on the goods movement scenarios were:

- While the Ensenada port was considered and may have some viability if our ports are restricted, connecting infrastructure is needed.
- The Union Pacific Railroad yard has limitations in length but UP is looking at either expanding or at relocating assembly.
- The current capacity of Alameda Corridor is 30%, depending on the length of trains. Maximum this year is 37 trains per day. The Alameda Corridor is projected to handle up to 150 trains per day.
- Alameda Corridor capacity also depends on the ability to put containers on trains:
 - There are space limitations at the ports.
 - There is community opposition to ICTF and SCIG.
 - There is competition for land.
- Train destinations are also a limiting factor in rail feasibility; 500 miles of travel is the break-even for train vs. truck.

Alternative technology issues included:

- How to accommodate local trucks on the guideway. Mr. Waldron explained that there could be a fixed guideway/truck lane combination or the guideway could mix diesel and electric. There are also on-off ramps being considered on the guideway.
- If the best-case scenario is being used for maglev – consideration needs to be given to ways in which maglev features could best be used.

Additional areas of discussion were:

- Caltrans role in relation to the committee's role: Caltrans will give "significant consideration" to the recommendations of the I-710 Project and Executive Committee and Metro programs funding for the project and corridor.
- A committee member noted that the original I-710 Tier 2 committee was able to have an influence on Caltrans. For example, the higher median barriers on I-710 and the quiet rubberized pavement that has been installed are both as a result of recommendations made in the Tier 2 report.

NEXT STEPS

- The committee requested that materials be e-mailed to committee members who aren't present.
- Subject Working Group members should encourage others to seek appointment to the SWG by the Project Committee
- Future meetings will be early evening (rather than late afternoon) meetings and will be held at a location central to the corridor, possibly the Gateway Cities Council of Governments offices in Paramount.

CONCLUSION

The meeting concluded at 5:30 p.m.