



## INITIAL FEASIBILITY ANALYSIS AND ASSOCIATED STUDIES

### **Introduction**

In order to analyze the proposed project alternatives in the I-710 Environmental Impact Report/Environmental Impact Statement (EIR/EIS), it was necessary to determine a cargo forecast for the Ports of Los Angeles and Long Beach. An Initial Feasibility Analysis (IFA) was prepared to review factors and indicators that would assist in the development of such a forecast. The purpose of the IFA was to select a cargo forecast that could be accommodated within the alternatives under study while still meeting the project's mobility goals.

A variety of other studies were undertaken to inform the IFA, including a Railroad Goods Movement Study, an Alternative Technology Study, and a Multimodal Review Study. The supporting studies are briefly described below. For more information on these studies, please refer to the separate fact sheet for each study.

### **Railroad Goods Movement Study**

The Railroad Goods Movement Study describes a set of "cargo growth scenarios" for the year 2035. These scenarios depict varying levels of projected container movement generated by the Ports of Los Angeles and Long Beach. The study then examines the impact of these scenarios on the Southern California rail system. The study concludes that freight railroads are nearing their efficient capacity in the Los Angeles basin, and this may result in future impacts to the region's freight rail, passenger rail and freeway systems. For more details and study findings, please refer to the Railroad Goods Movement Fact Sheet.

### **Multimodal Review Study**

The Multimodal Review Study includes an assessment of the ability of other transportation modes or approaches in the I-710 corridor to reduce auto and truck traffic on I-710. Modes and approaches assessed in the study include bus transit, rail transit, non-motorized (bicycling and pedestrian), HOV (carpool), Transportation Systems Management (TSM), Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM). The study concludes that by implementing improvements to these modes and approaches, the demand for general purpose lanes on the I-710 freeway could be reduced by one lane in each direction. For more information and study findings, please refer to the Multimodal Review Fact Sheet.

### **Alternative Technology Study**

This study develops a generalized definition of zero tailpipe emission container transport systems that encompasses a range of alternative technologies. The study includes an assessment of Advanced Technology Fixed Guideway Systems and Zero Emission Trucks. It assesses the ability and capacity of these technologies to transport containers and estimates their capital, operating and maintenance costs. The study concludes that Zero Emission Trucks could address the project's Purpose and Need, perhaps more effectively than other types of technologies. For more information and study findings, please refer to the Alternative Goods Movement Technologies Fact Sheet.

### **Initial Feasibility Analysis (IFA)**

Based on the findings of the above studies, the IFA assesses the feasibility of meeting the mobility goals for the I-710 as stated in the project's Purpose and Need. Specifically, the IFA examines the project's ability to meet these goals under different port cargo growth scenarios, with TSM/TDM/Multimodal/ITS improvements, and with Maximum Rail Share and Alternative Goods Movement Technology.

The three port cargo growth scenarios studied in the IFA include:

1. A high growth scenario without additional near-dock rail expansion
2. A high growth scenario with additional near-dock rail expansion
3. A low growth scenario without additional near-dock rail expansion

The IFA Study concludes that Scenario 1 (high growth without near-dock expansion) represents the most prudent long term planning approach, and is most likely to ensure appropriate levels of impact mitigation for the I-710 Corridor Project EIR/EIS. This conclusion is based on indications that there will be sufficient demand to achieve the high growth scenario, and that there is uncertainty regarding future near-dock rail expansion. The results of the IFA and supporting studies, including the port cargo growth scenarios, were presented to the Technical Advisory Committee and the Project Committee. Both committees concurred with the findings of the IFA and recommended the high growth scenario without near-dock rail expansion be used for all future modeling and analysis of project alternatives.

For more information on the I-710 Corridor Project EIR/EIS and the studies described above, please visit our website at [www.metro.net/710eir](http://www.metro.net/710eir) or contact us in one of the following ways:

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