



# EXISTING CONDITIONS

Draft - May 2015



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01

study area

## Project Study Area

The City of Long Beach is developing a plan to transform the State Route 103, the Terminal Island Freeway (TI Fwy), to a local serving road, while increasing open space and buffering the westside community from air, noise, light and visual pollution. The project will result in a conceptual plan to de-commission the City-owned segment of the freeway from Pacific Coast Highway north to Willow Street and will draw upon community and port-related engagement to identify alternative and preferred design concepts for the re-use of the TI Freeway, including new neighborhood connectivity for vehicles, bicycles and pedestrians.

### 1.1 History of the Terminal Island

- Key facts about Terminal Island
  - Origin of the Name:
    - Isla Raza de Buena Gente
    - Rattle Snake Island
    - Terminal Island (1918)
  - Various industrial uses (Powerplants, Manufacturing, Fishing, etc.)
  - Large Japanese American population (Early 1900's)
  - Allen Field Airport (1927)
  - Later became Naval Air Base San Pedro (1935)
  - During WWII: Naval Shipyard, Defense Industry (1940)  
(originally 88% of elementary students in 1940 were from Navy families)
  - Military uses slowly became replaced by shipping/industrial uses

Originally referred to as the Industrial Freeway, the TI Freeway was built in 1947 by the US Navy to upgrade access to the ports and the Naval Shipyard and was envisioned to connect all the way to the 10 Freeway. Today, the TI Freeway abuts SCIG and the Edison Right of Way on the west, West Long Beach neighborhoods and schools on the east, the Port of Long Beach to the south, and ICTF to the north. Historic photos of Terminal Island and the TI Fwy are shown on the right.

### 1.2 Map of the Freeway

Project area maps are shown on the pages that follow.



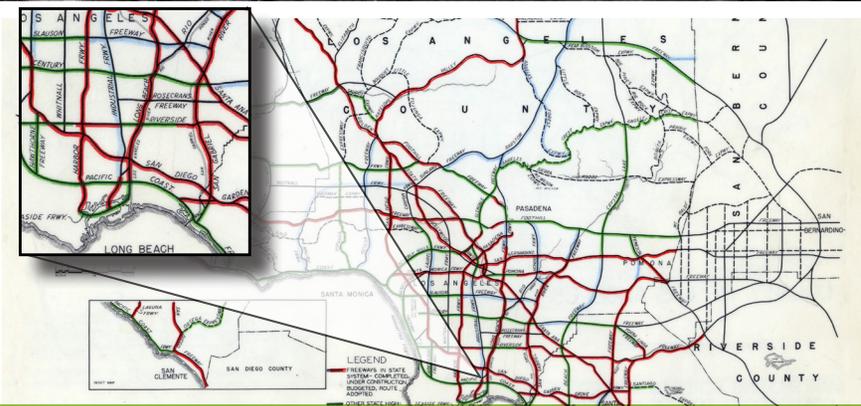
Image of the Terminal Island in the mid 1960's.



Image of Terminal Island



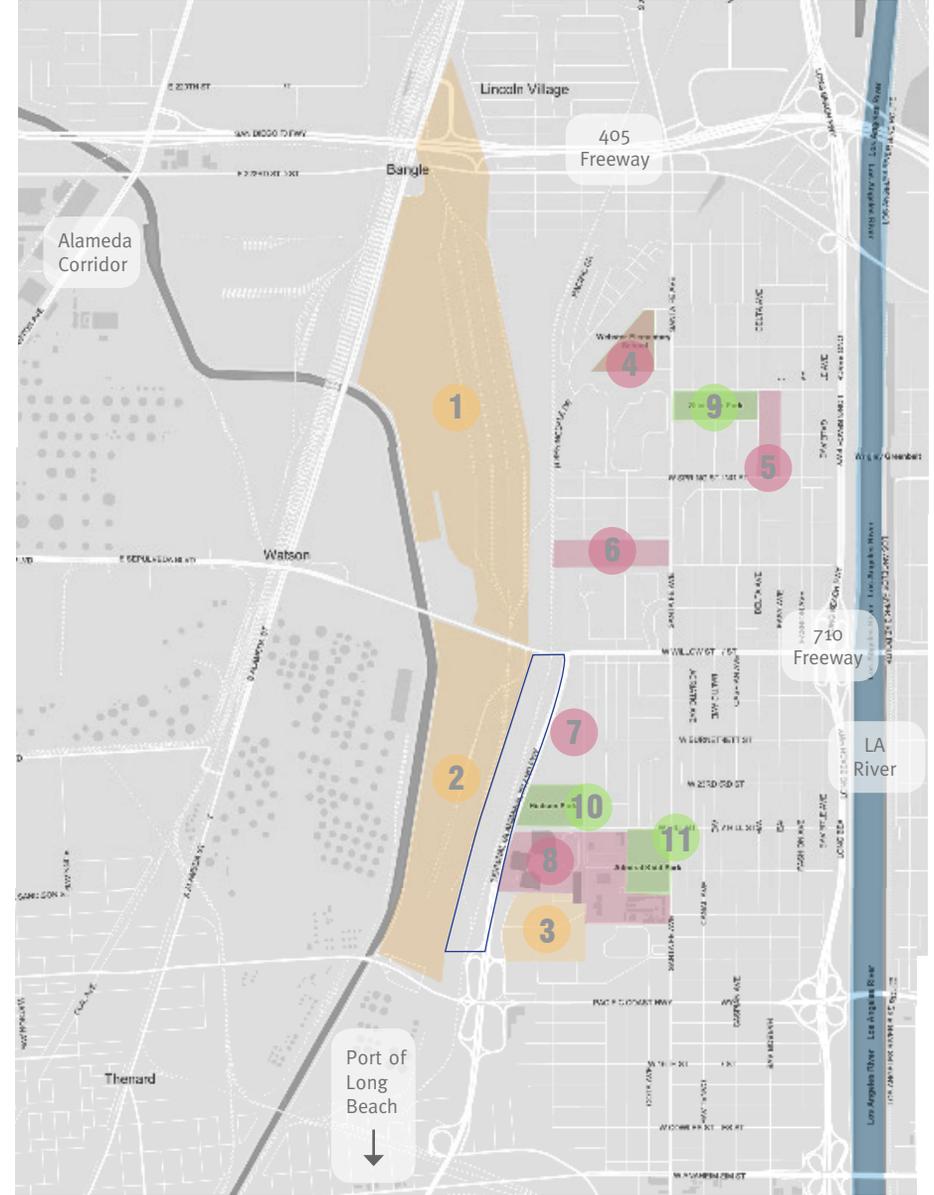
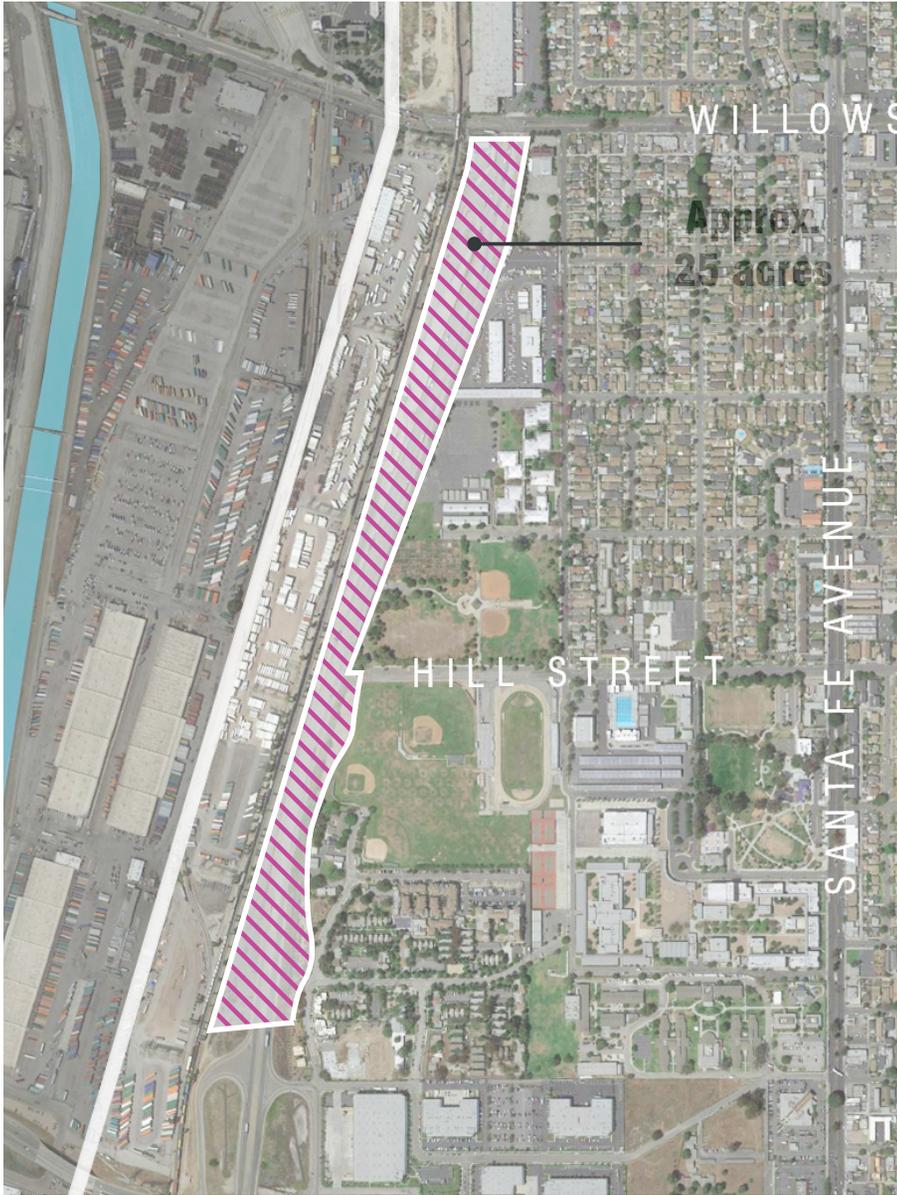
Aerial view of the terminus of the 710 Freeway looking southwest onto the Port



1958 Master Plan of Freeways & Expressways



Image of the Terminal Island



**TI Project Area**

The project area covers the length of the TI Freeway, which runs from Pacific Coast Highway to the south to Willow Street at its northerly extent. The area is abutted by the Villages at Cabrillo Campus (CVC), Cabrillo High School, Hudson Park, Elizabeth Hudson Elementary, and the Southern California International Gateway (SCIG).

**Key Tenants/Uses**

- 1 ICTF
- 2 SCIG
- 3 CVC

**Schools**

- 4 Webster Elementary School
- 5 John Muir Elementary School
- 6 Stephens Middle School

- 7 Elizabeth Hudson Elementary School
- 8 Cabrillo High School

**Parks**

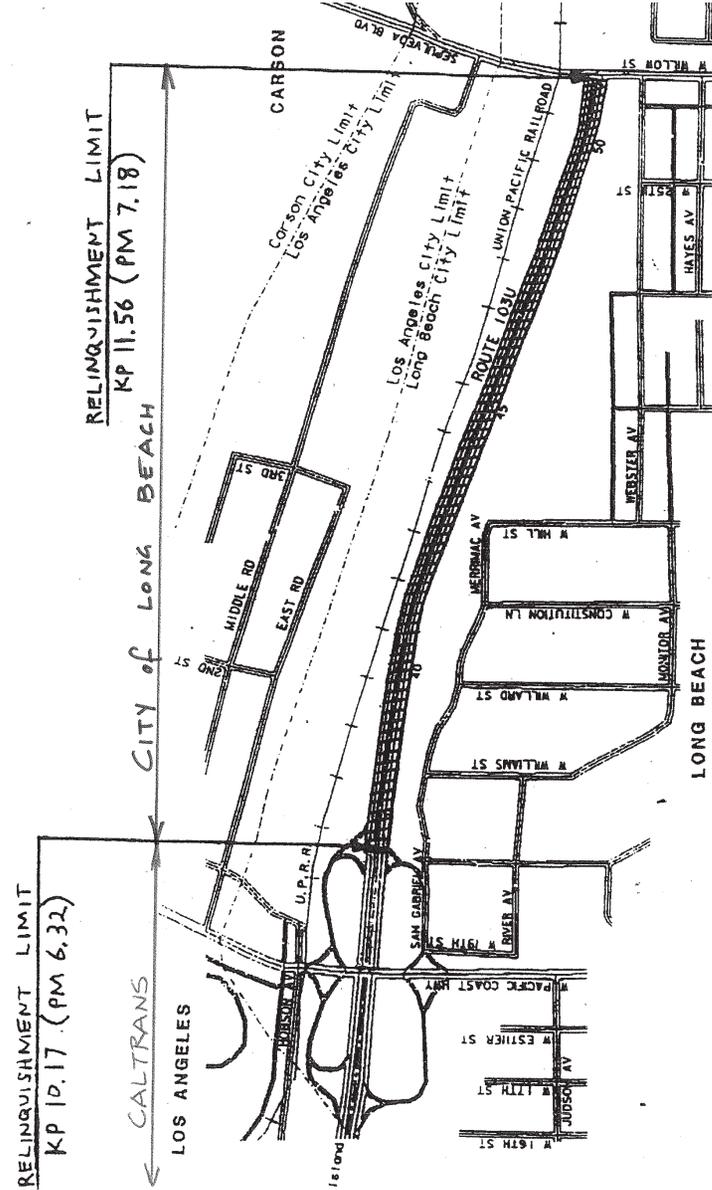
- 9 Silverado Park
- 10 Hudson Park
- 11 Admiral Kidd Park

TI Project Area



**TI Project Area Leasing**

Three truck yards are currently leased by the City of Long Beach to the west of the vehicular roadway and within the freeway right-of-way. Each lease area shown on the map above ranges from 2-5 acres, and present significant opportunities to incorporate additional open space design when the TI Freeway de-commission occurs. The existing conditions photography documented in Chapter 5 depict the current conditions of the lease yards.



**TI Project Area Ownership**

This excerpt from the TI Freeway legal contract identifies the project area, and documents the relinquishment of the Terminal Island Freeway to the City of Long Beach. Currently, the City does not own the on/off-ramp cloverleafs south of 20th Street. Further analysis will be done to determine the usage and possible acquisition of the de-commissioned TI Fwy on- and off-ramps.

311 possess the Class (or Classes) of license be "Notices to Contractors".

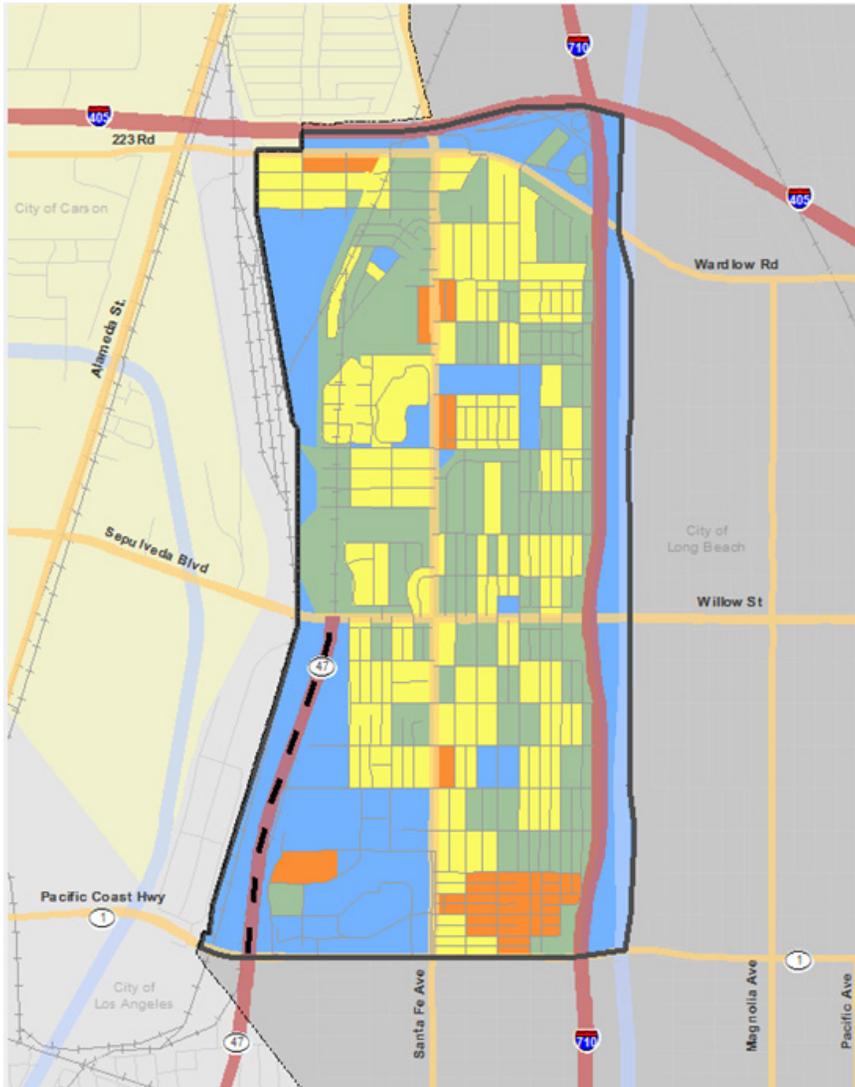
NO SCALE



# 02 demographics

## TI Study Area vs. TI Project Area

The demographic analysis that follows outlines a compilation of data gathered from the US Census Bureau, CalEnviroScreen 2014 data, and the Statewide Integrated Traffic Records System (SWITRS). The TI Study area is shown in the map below, which takes into account the TI Fwy adjacent census tracts.



- TI Freeway Study Area
- TI Freeway Project Area

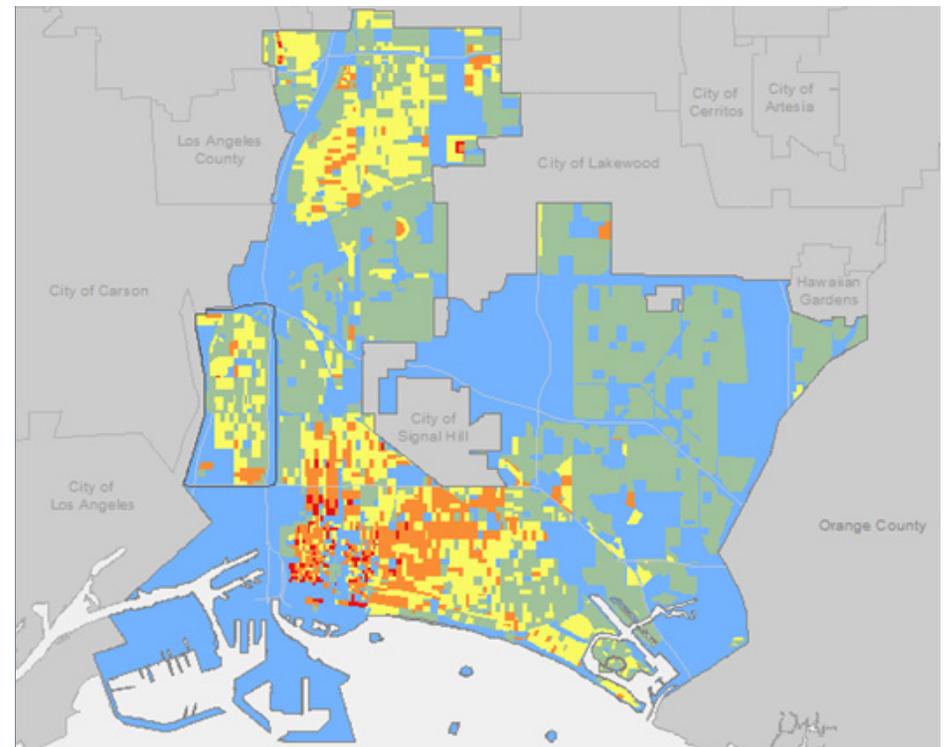
## Population

The population of the TI Study area comprises approximately 6.4% of the population of the City of Long Beach. The rate of population growth in the TI Study area is higher than that of the City as a whole.

Population



Population Density



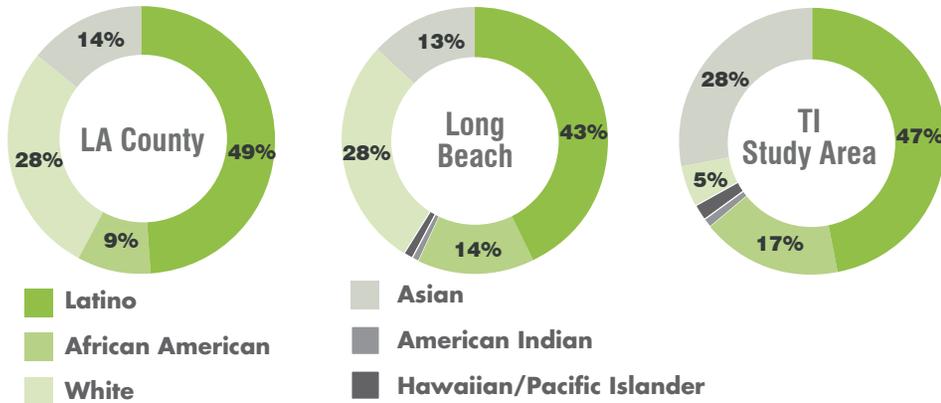
## Diversity

The TI study area represents a very diverse neighborhood in Long Beach, with over one third of the population that have limited English proficiency.

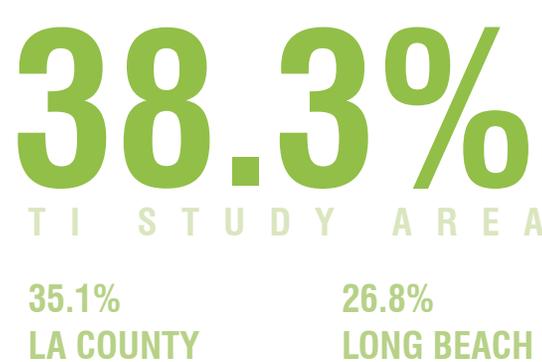
### Age



### Ethnicity



### Foreign Born



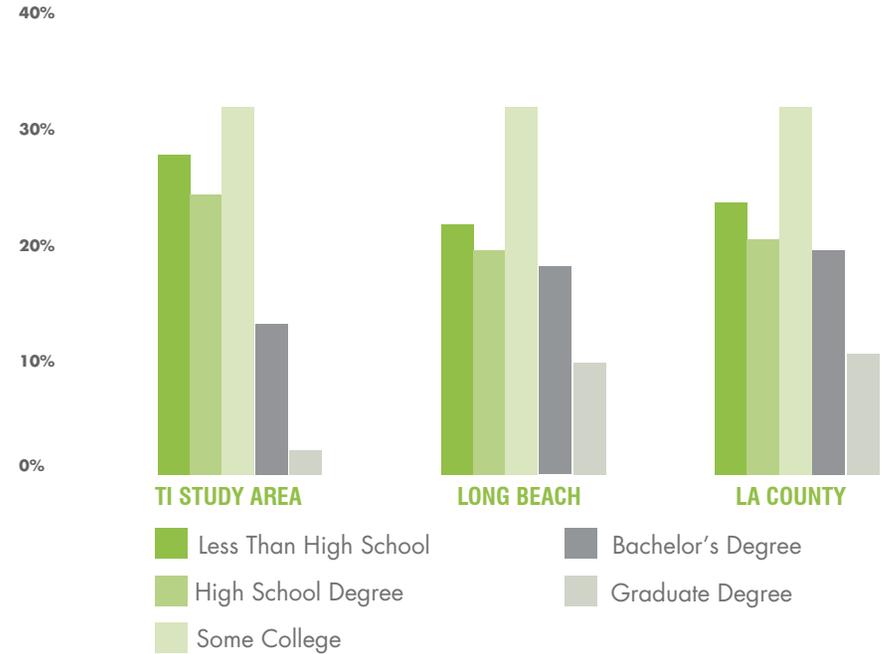
### English Proficiency



## Education and Income

It is important to note that over half of the residents of the TI study area are homeowners. Additionally, the educational attainment of TI study area residents and of the City of Long Beach are similarly aligned.

### Educational Attainment



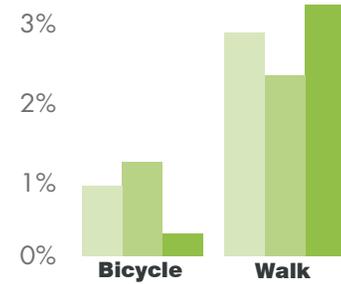
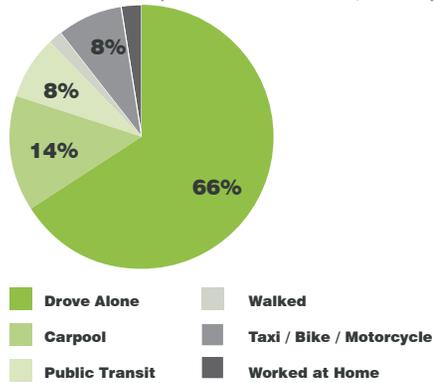
### Income / Poverty Level / Owner Occupied Housing

	MEDIAN INCOME	POVERTY %	OWNER OCCUPIED HOUSING
TI	\$19,726	20.8%	54.3%
LB	\$27,010	20.3%	43.4%
LA	\$28,250	17.6%	56.3%

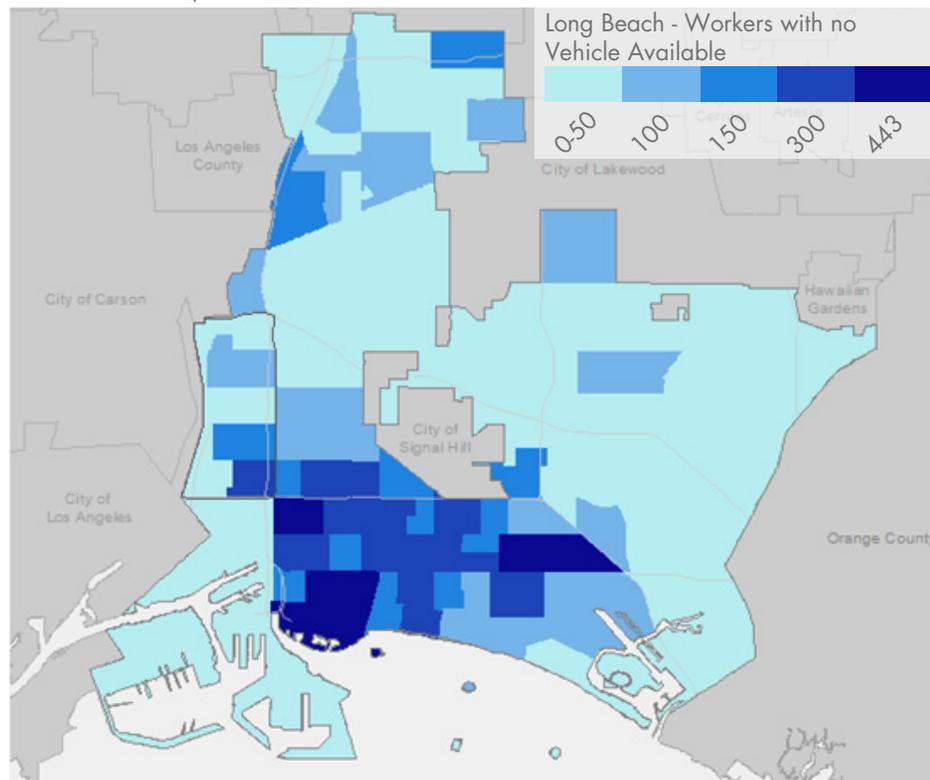
## Transportation

Within the TI study area, two-thirds of residents drive to work. While percentages of cyclists and pedestrians are low, more residents walk than bike to work.

Mode of Transportation to Work (TI Study Area)



Vehicle Ownership



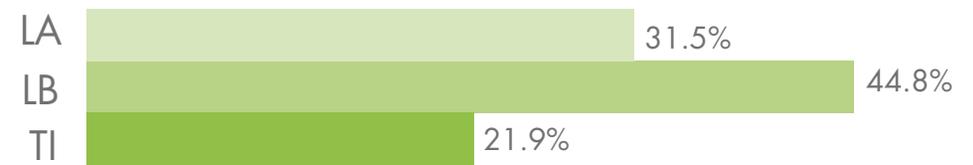
## Health Considerations

The TI study area has nearly nine times the amount of particulate matter and double the asthma rate of LA County. TI study area residents also have on average, fewer acres of park space than residents of the City of Long Beach and the County of LA.

Particulate Matter and Fine Particle Per Square Mile (Mean from 2009-2011)

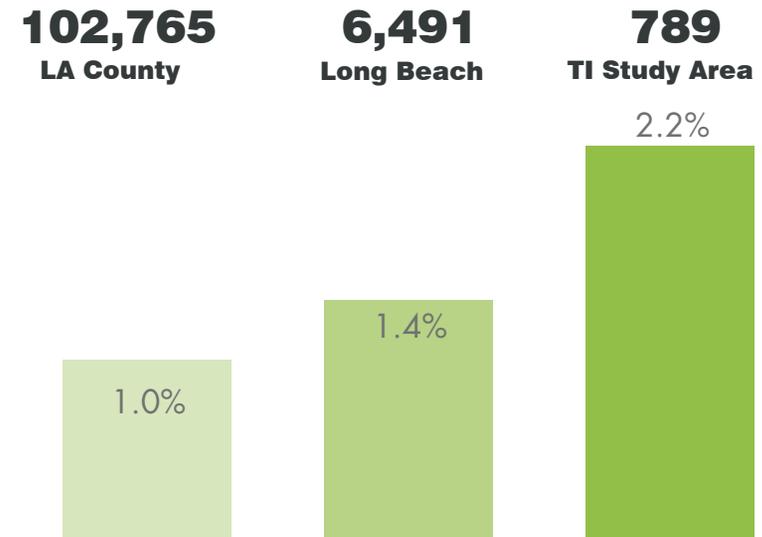


Acres of Parks Per Capita



Asthma Rate

(Age-adjusted rate of emergency department visits for asthma)

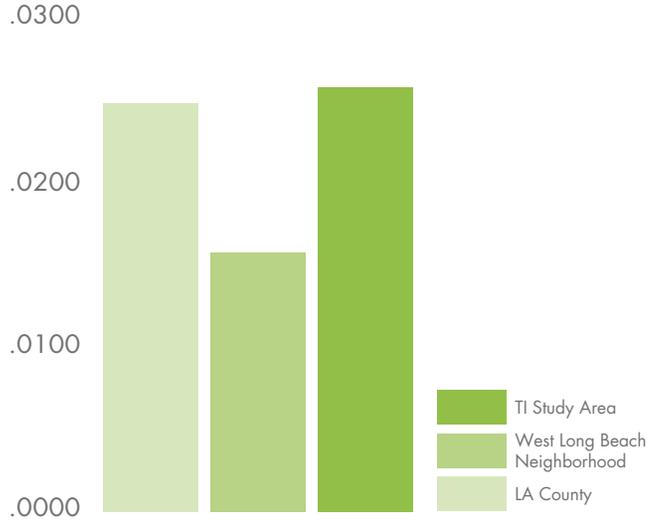


The Office of Environmental Health Hazard Assessment. 2014 California Communities Environmental Health Screening Tool (CalEnviroScreen Version 2.0) (CalEnviroScreen 2.0).

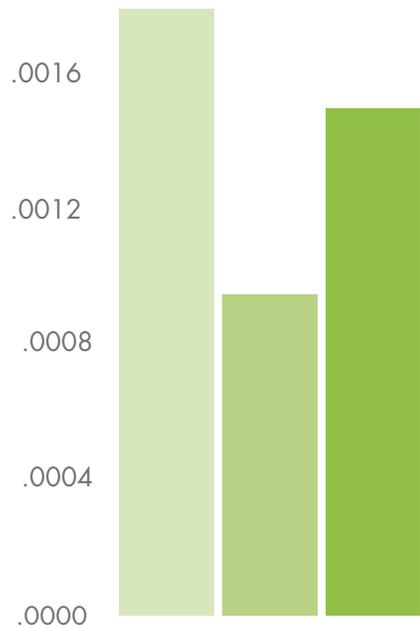
## Safety Characteristics

When compared to the West Long Beach neighborhood, the TI Study Area experiences more motor vehicle, pedestrian, and bicycle collisions per capita. Generally, the TI Study Area experiences similar collision rates as LA County.

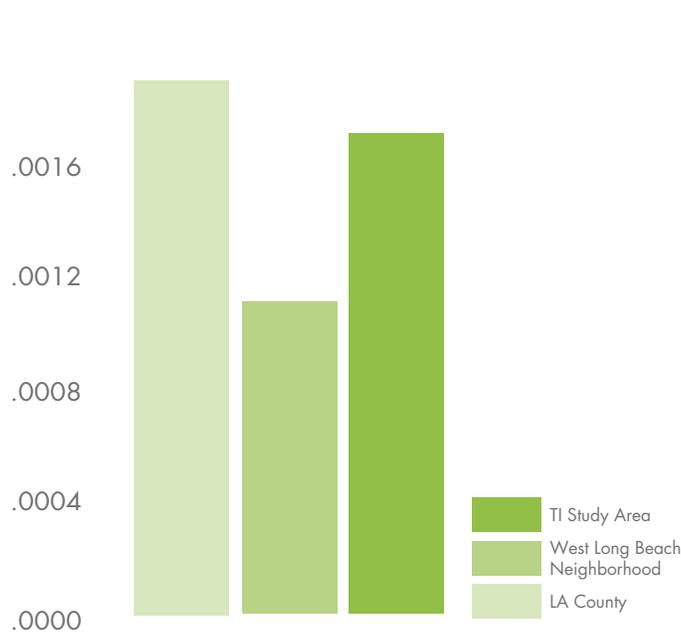
Motor Vehicle Collisions Per Capita (2009-2014)



Pedestrian Collisions Per Capita (2009-2014)



Bike Collisions Per Capita (2009-2014)



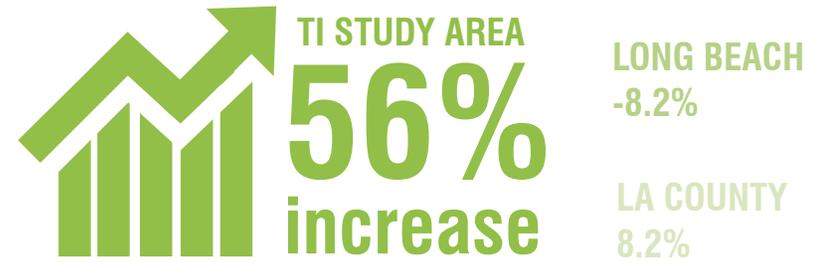
## Employment

Employment in the TI study area has grown rapidly from 2002-2011, especially when compared to the rates of employment occurring at a regional scale.

Total Employment

LA COUNTY	LONG BEACH	TI STUDY AREA
4,176,034	40,030	3,234

Employment Growth (2002-2011)





# 03 opportunities & constraints

## Opportunities and Constraints

### Active Transportation



#### Class 1 Bike Facility / Shared Use Path

A Class I bike facility/shared use path is a separated paved pathway that is dedicated to non-motorized uses. The pathway could be on the east or west side of the reconfigured TI freeway. It may be connected to other bicycle or walking paths at Sepulveda Boulevard/Willow Street or Pacific Coast Highway.



#### Connector to future Bike Boulevard on Hill Street

The City of Long Beach's Mobility Element includes a future bike boulevard on Hill Street and Class II bike lanes on Willow Street. Currently, Pacific Coast Highway has a Class III bike facility. Any new bike facility on the reconfigured TI should include provisions for connections to Hill Street for future bike connectivity in the city.

### Roadway Opportunities & Considerations

#### Transportation Facility Scaled for Neighborhood & Future Demand

Re-design of the freeway provides an opportunity to scale the roadway to the appropriate classification to handle existing and future traffic demand. The City of Long Beach's Mobility Plan includes Street Typology Design Criteria that can guide the design of the facility. Based on existing and future traffic demand on the TI Freeway segment, a local 2-lane roadway is sufficient. Regional traffic would not be affected and the reconfigured roadway would mainly be an access to the new land uses and the adjacent local community.

#### Traffic Calming

With a reconfigured roadway, there will be an opportunity to provide traffic calming along the entire corridor to manage traffic speeds. Access points to the neighborhood provide opportunities for intersection controls like stop signs or roundabouts. Roundabouts can be designed for desired design speeds. Other traffic calming features may include chokers and narrowed lanes.

#### Caltrans Relinquishment/Reconfiguration of PCH Interchange

The reconfiguration of the TI Freeway and new roadway connections are limited by the existing interchange configuration at Pacific Coast Highway. With a potential relinquishment of the interchange to the City from Caltrans, the connection to the new transportation facility can be more flexible and additional right-of-way can be utilized for open space or landscaped area.

#### Project Study Report (PSR) & Other Technical Reports Analyzing Reconfiguration of PCH Interchange

If the interchange at Pacific Coast Highway is to be reconfigured, there are a number of technical analyses that would need to be prepared to evaluate the alternatives and determine which reconfiguration is recommended. Caltrans has the framework for the analysis and reports, including a Project Study Report, that are needed to support the changes.

#### New Local Road Connection to PCH & SR-103

Termination of a freeway onto local roads will need to be carefully designed. The reconfigured local roadway will need to be connected to both Pacific Coast Highway at the interchange, and also would need to transition back in to the freeway lanes on the SR-103.

#### Existing Freeway to a Reconfigured Roadway

The existing freeway was designed under Caltrans design standards for freeways under heavy truck loads and higher speeds. Drainage, shoulder widths, lane widths, cross slope, signage, etc. were designed for a freeway and may not include the necessary design criteria for a local roadway. For example, the cross slope on the roadway is generally 2% toward the outer shoulder area, whereas if the new roadway utilized either the existing northbound or southbound freeway, it would typically require the roadway to drain water to either side of the roadway.



#### Elevation Considerations

The elevation of the existing TI Freeway is higher than potential roadway connections at Hill Street and other local roads on the east side. In order to make a connection, either the existing local roadway may be ramped up to meet the existing freeway grade, or the reconfigured roadway would be lowered.

## Drainage Areas

Currently there are large areas of drainage swales and retention areas that will need to be reconfigured depending on the proposed use of the right-of-way. Currently the drainage is conveyed from north to south along both the east and west side of the freeway.

## Landscape & Open Space



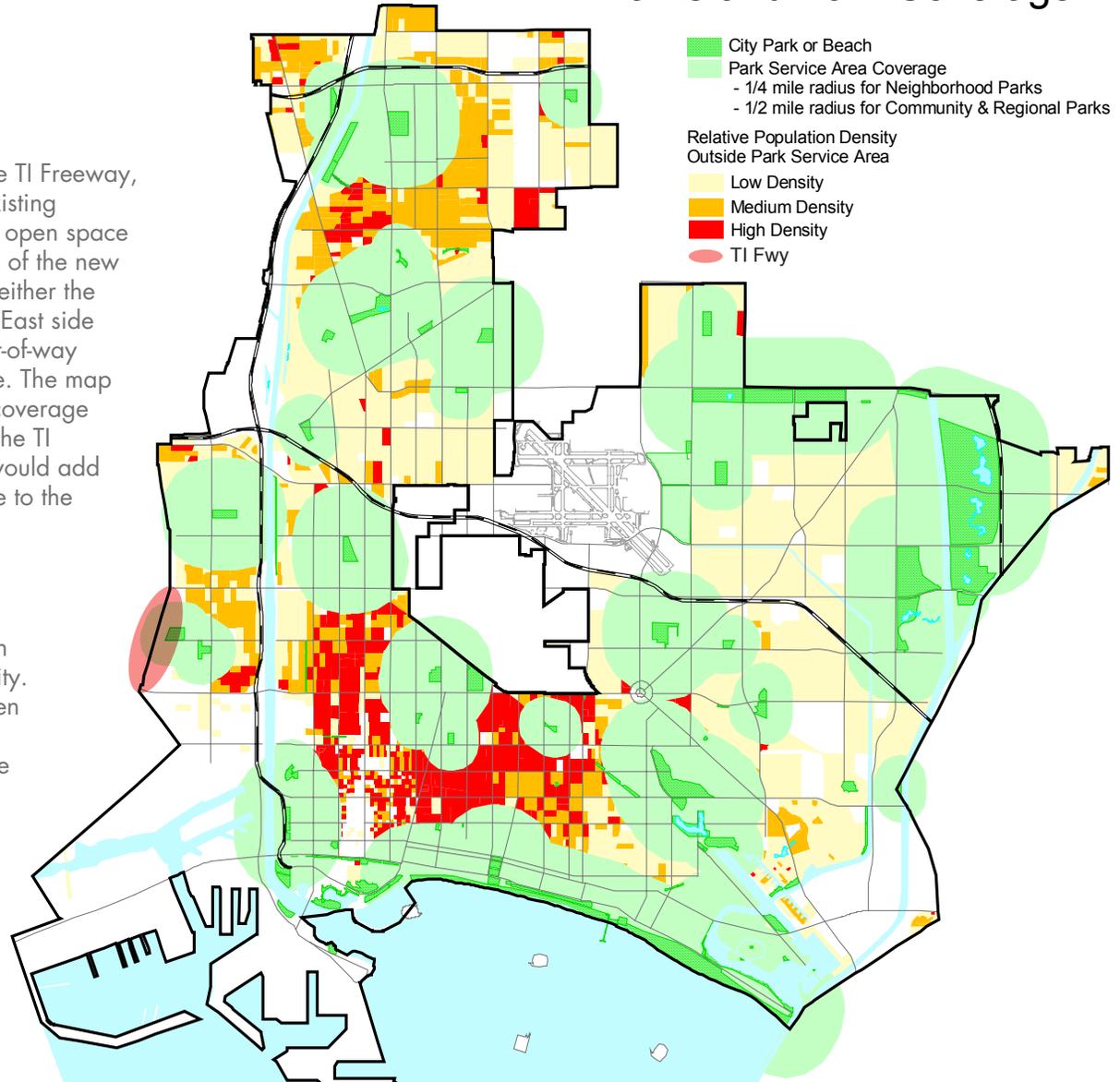
### Open Space

With the partial or full removal of the TI Freeway, an opportunity exists to utilize the existing roadway corridor right-of-way as an open space or landscaped area. Configurations of the new space could include open space on either the West side of the right-of-way, or the East side of the right-of-way, or the entire right-of-way could be reconfigured to open space. The map to the right shows the existing park coverage throughout the City of Long Beach. The TI project area, (highlighted in coral) would add significant north south park coverage to the West Long Beach neighborhood.

### Connections to Existing Park Space

With an eastern adjacency to Hudson Park, design of the TI open space should consider a physical connection to this existing facility. Additionally, connections to existing school-owned fields and open spaces could provide additional areas that may be used for outdoor education purposes. Pedestrian, bicycle, and open space connections to all schools, parks, and campuses adjacent to the freeway should be prioritized in the design concept phase.

## City of Long Beach Parks and Park Coverage



Long Beach Open Space Element: Park Coverage



# 04 major upcoming projects

## Relevant Major Projects

### Shoemaker Bridge Replacement

Built in 1959, the Shoemaker Bridge was once the longest bridge in Long Beach, stretching approximately 1,000 feet long. The bridge spans the LA River, and in recent years has been sited as a concern for structural problems and in need of replacement. Rather than ordering the demolition and a re-build of the bridge outright, the City is investigating the possibility of recreating another vehicular bridge, while retrofitting the existing bridge into a park and multi-use path.

Many reports have looked to 'The Highline' in Manhattan as possible precedent for this project; siting adaptive reuse as a key option to further enhance the area with multi-modal amenities. Meanwhile, officials report that the new bridge will improve traffic flow and double the size of Cesar Chavez Park by reconnecting a portion of the park that is now split by the 710.

### Southern California International Gateway (SCIG)

In May 2013, the Los Angeles City Council approved the SCIG near the Port of Los Angeles. The SCIG project rests on the border of the Terminal Island Freeway project area. At the time of writing of this report, the City of Long Beach is in legal discussions with the City of Los Angeles over environmental impacts potentially caused by the SCIG project.

The proposal of the SCIG project involves the creation of a staging center for trains hauling freight. The City of Los Angeles has sited the \$500-million project as a needed connection that would enhance the efficiencies of the Port of Los Angeles and the Port of Long Beach.

### Intermodal Container Transfer Facility (ICTF)

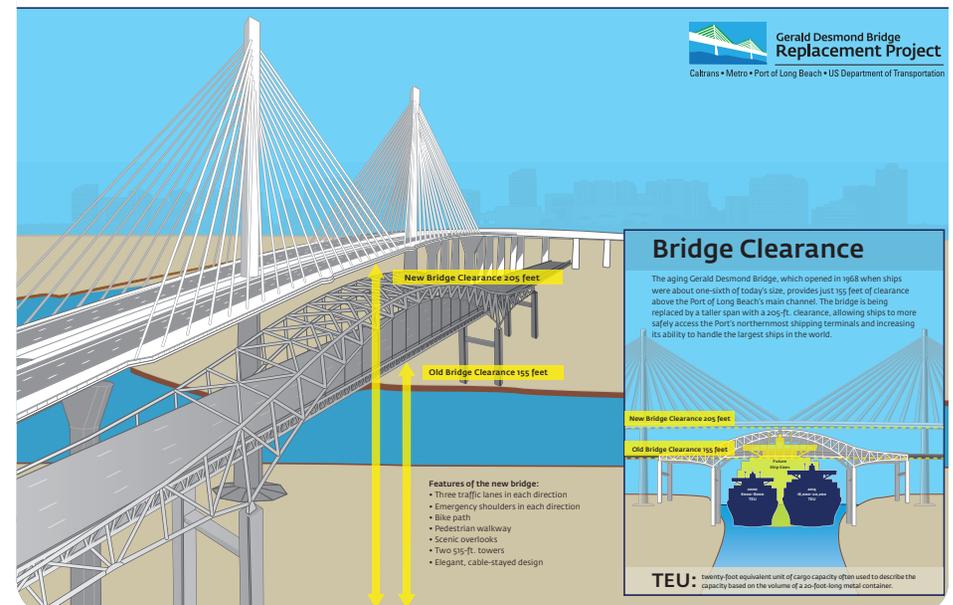
The Intermodal Container Transfer Facility (ICTF) was constructed in 1986 as an international shipping facility near the Port of Los Angeles and the Port of Long Beach. ICTF is located near the I-405 Freeway and the Alameda Corridor. In December of 2007, an Application for Development was submitted with the intention to modernize the transfer facility, potentially modifying existing truck routes to and from the site. At the time of the writing of this document, the EIR for the Modernization Project is underway to determine the impacts and alternatives to the proposed project.

### Gerald Desmond Bridge Replacement

The Gerald Desmond Bridge has become a vital part of the nation's infrastructure, with nearly 15 percent of the nation's waterborne cargo trucked across the bridge. It is a critical access route for the Port of Long Beach, downtown Long Beach and surrounding communities.

The new bridge will be built with a cable-stayed design and will be high enough to accommodate the newest generation of the efficient cargo ships. In addition, the new bridge will be wider and better able to accommodate existing and future traffic volumes.

The Gerald Desmond Bridge has been designated as a National Highway System Intermodal Connector Route and part of the Federal Strategic Highway Network. It is a critical structure serving the ports of Long Beach and Los Angeles, the City of Long Beach, Los Angeles and Orange counties, and the nation. Building the new bridge will generate nearly 3,000 jobs. The bridge expected to be completed between late-2017 to mid-2018.



Rendering of the Gerald Desmond Bridge proposal

## 710 Project

The Long Beach Freeway (I-710) is a vital transportation artery, linking the ports of Long Beach and Los Angeles to major Southern California distribution centers and intermodal rail facilities. An essential component of the regional, statewide and national transportation system, it serves both passenger and goods movement vehicles.

As a result of population growth, increased cargo container volume at the ports of Los Angeles and Long Beach, increasing traffic volumes, and an aging infrastructure, the I-710 Freeway experiences congestion and safety issues.

In March 2005, following a technical and community participation process, Metro completed the I-710 Freeway Major Corridor Study (MCS). The study analyzed congestion and mobility along the corridor in order to develop transportation solutions that preserve and enhance the quality of life of surrounding neighborhoods and communities.

Metro and six project participants are now conducting an Environmental Impact Statement/Environmental Impact Report to analyze the range of possible improvement alternatives for the I-710 corridor. The I-710 Corridor Project EIR/EIS will study 18 miles of the I-710 Freeway between the Ports of Long Beach and Los Angeles and the Pomona Freeway (SR-60).

The study area encompasses 15 cities and unincorporated areas in Los Angeles County adjacent to the freeway corridor. Study Area Map.

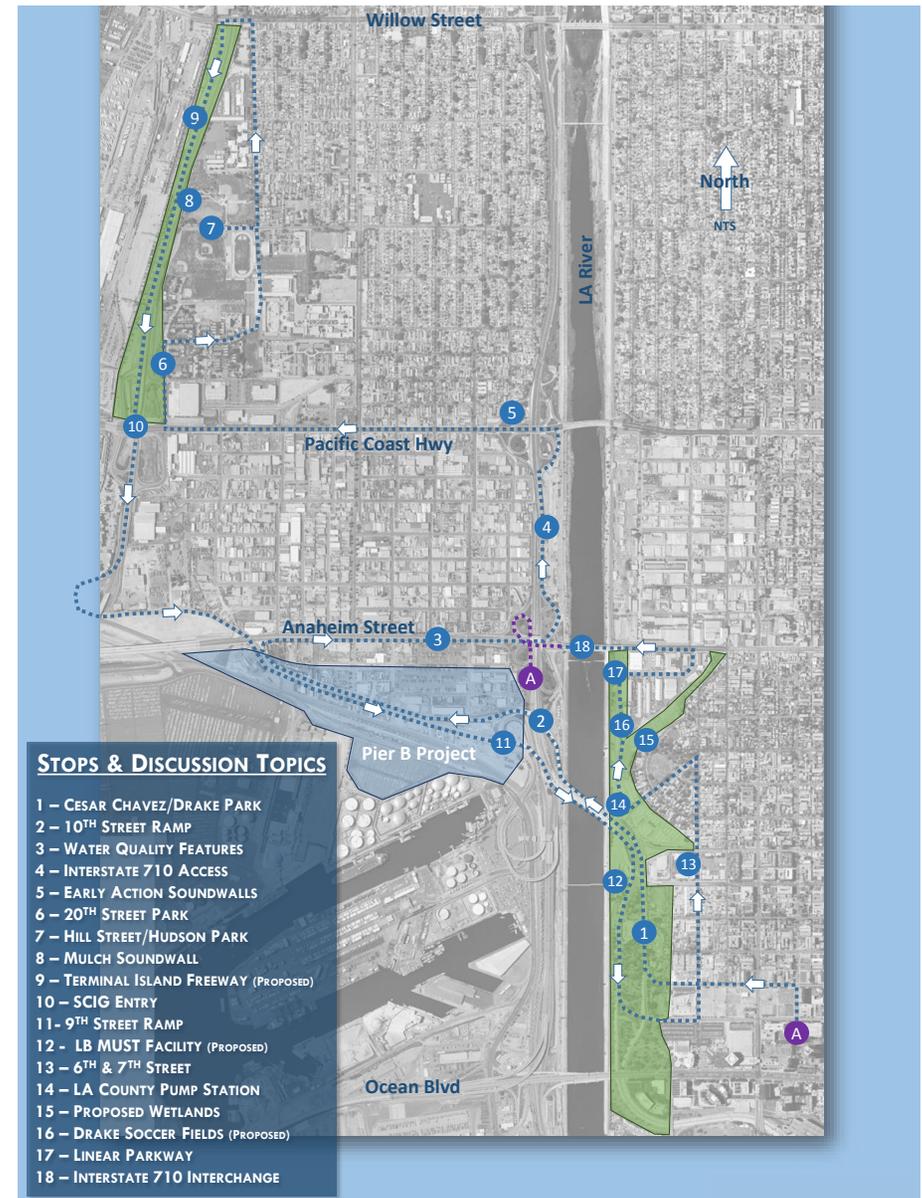
The EIR/EIS, a study required by federal and state statutes, is an assessment of the likely influences that future improvements may have on the environment and communities along the corridor. It includes analyses of ways to reduce or avoid possible adverse environmental impacts.

## Harbor Subdivision Transit Corridor

In 2008, the Harbor Subdivision Transit Corridor Study was initiated to examine the opportunity to provide transit service along the Metro owned subdivision of the freight rail corridor that serves as a key north-south connector through Los Angeles County. One potential additional connection may include a connection to the Long Beach Transit Mall in Downtown Long Beach.

## Additional Upcoming Projects

- Port Master Plan that may include new capacity and associated freight movement

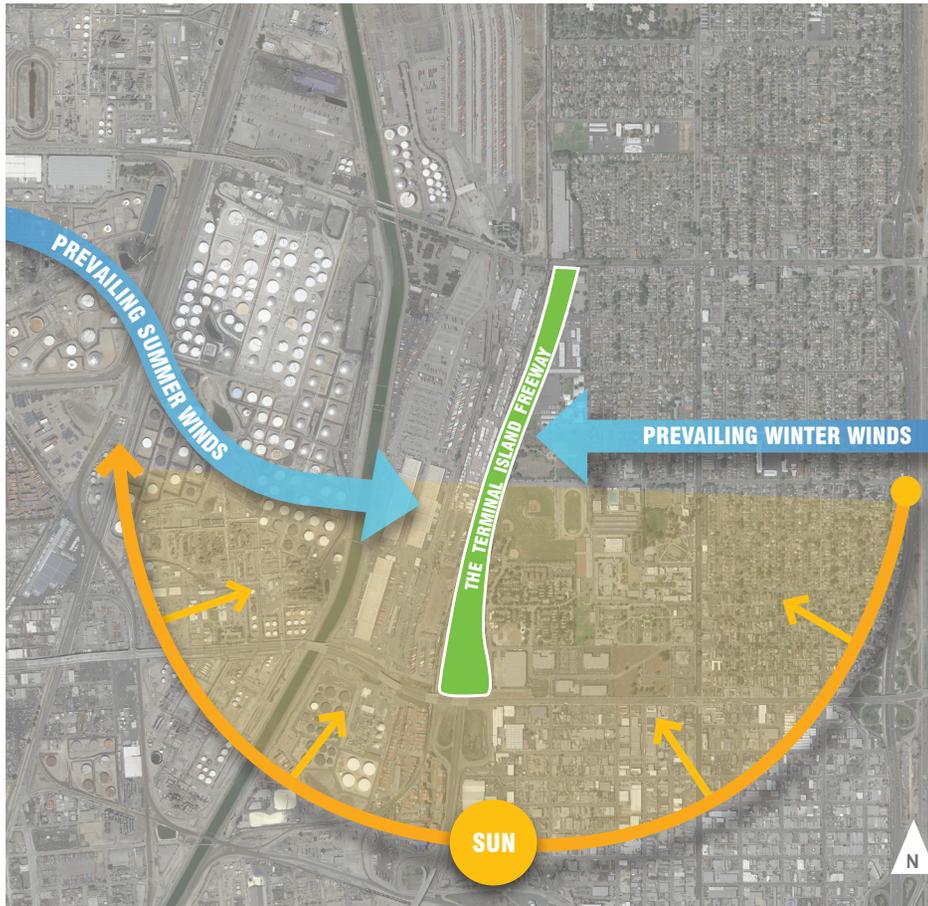




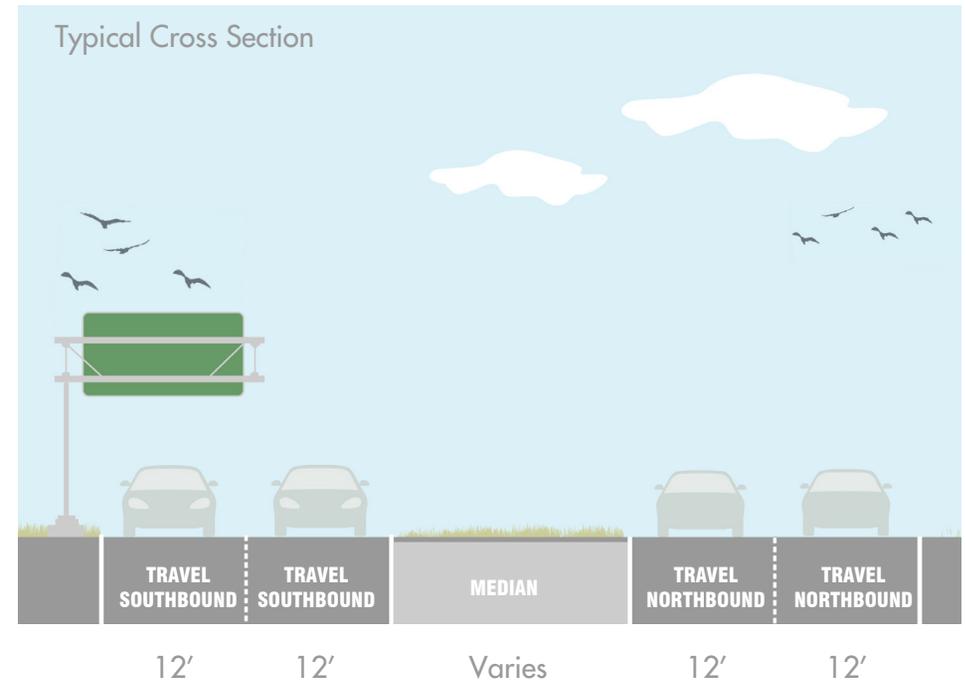
# 05 built environment assessment

## The Built Environment

The existing conditions of the TI Freeway include a four lane facility with two northbound lanes and two southbound lanes separated by an at-grade unpaved median area. There is a portion of raised median near the intersection with Sepulveda Boulevard/Willow Street. As an existing freeway, the road is

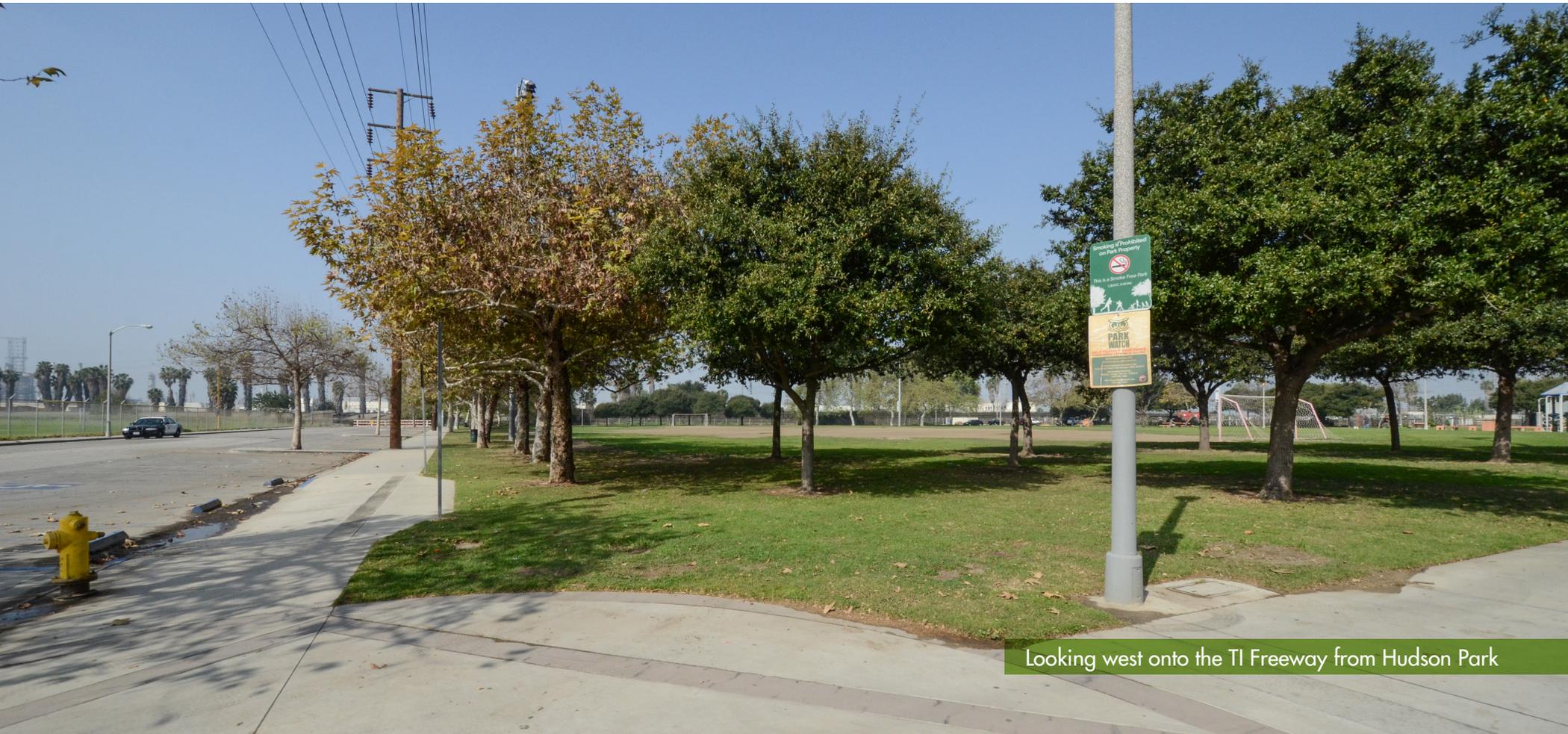


designed to California Department of Transportation design standards, includes 12' lanes and the road surface is designed for water to run off towards the shoulders; therefore it has a slight cross slope, typically 2%. On the east and west side of the freeway, along the right of way, there are drainage areas that collect and transmit run-off towards the south. There is a large water retention area on the northeast quadrant of the interchange of the TI freeway with Pacific Coast highway. The edges of the paved roadway include a rolled curb along most of the roadway which helps to convey the drainage. Generally, the trucks are using the freeway section as an alternative route instead of I-710, while many of the northbound trucks turn west at the Sepulveda Boulevard intersection. Southbound trucks travel to Pacific Coast Highway and towards Terminal Island.



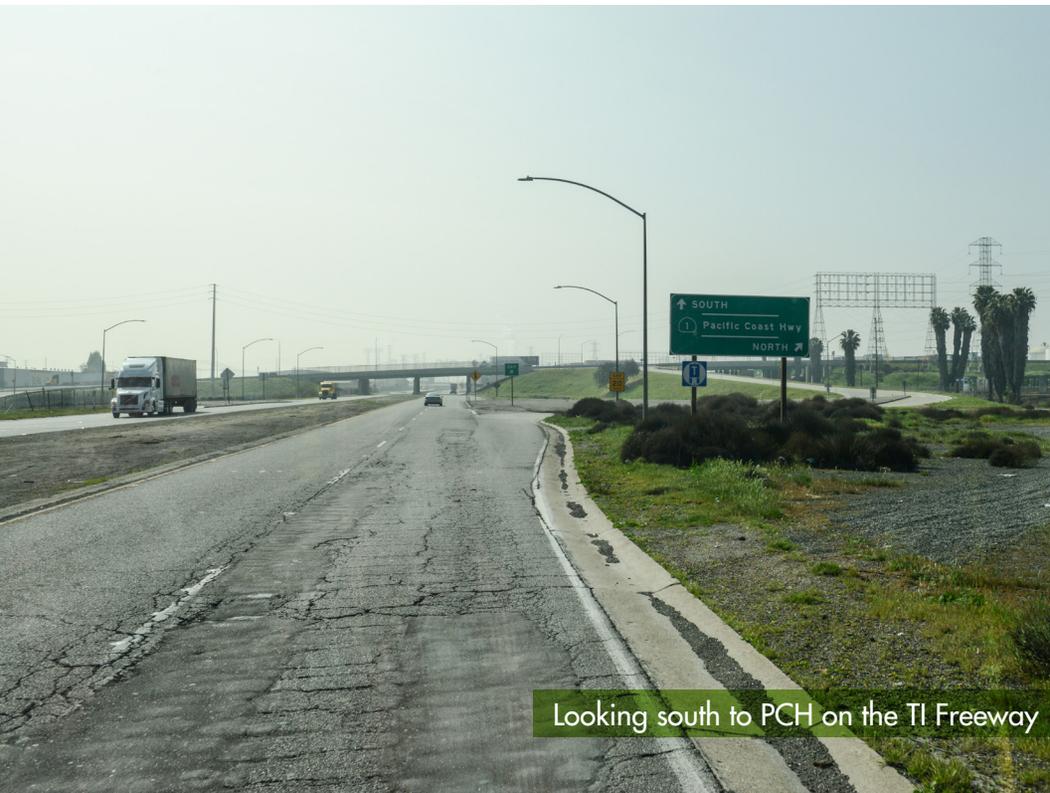
The site and Long Beach itself has prevailing westerly-to-west-south-westerly winds. The site has no structures or major landscape features and has no significant shade.

While the roadway configuration fluctuates throughout the project area, the road consists of two lanes in each direction, separated by a wide, center median.





Looking north to oncoming truck traffic on the TI Freeway



Looking south to PCH on the TI Freeway



Looking south on the TI Freeway from the trucking lease yards



Looking south on the TI Freeway



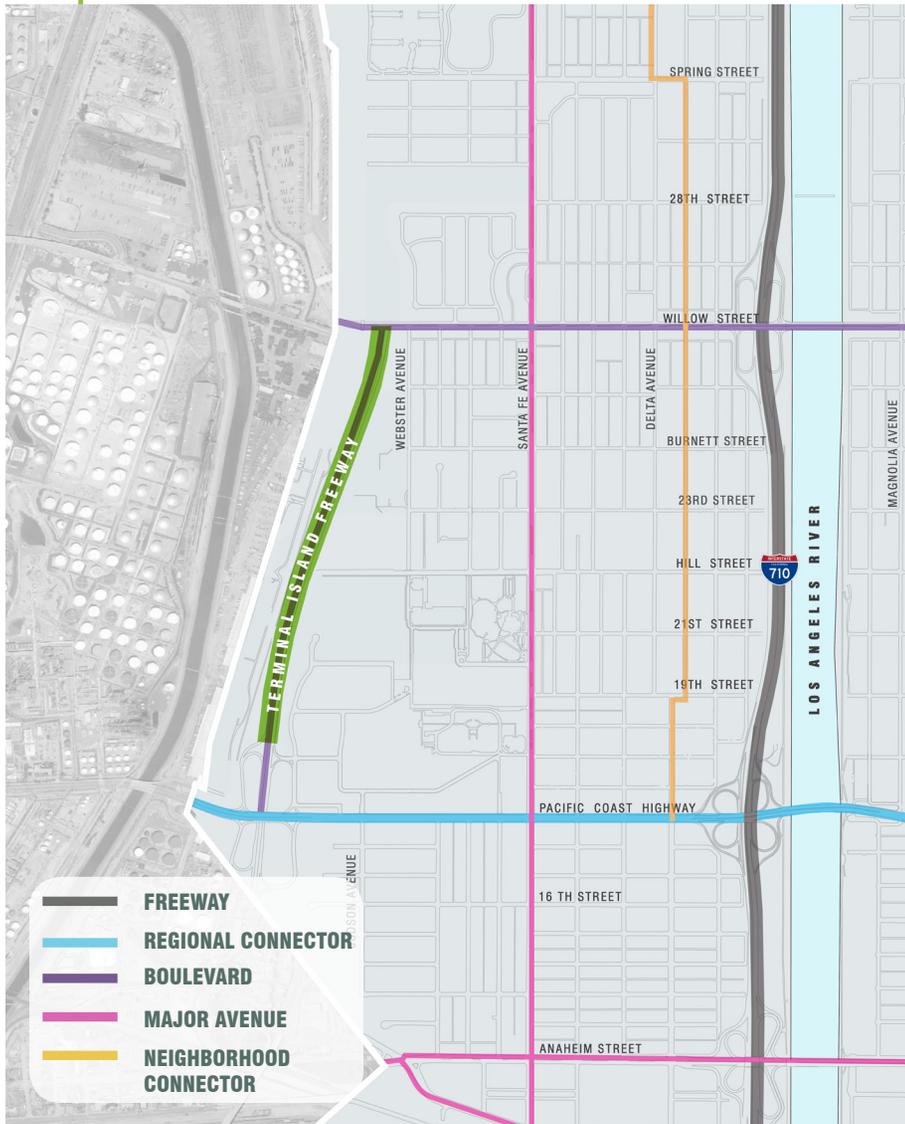
Exiting on PCH on the TI Freeway



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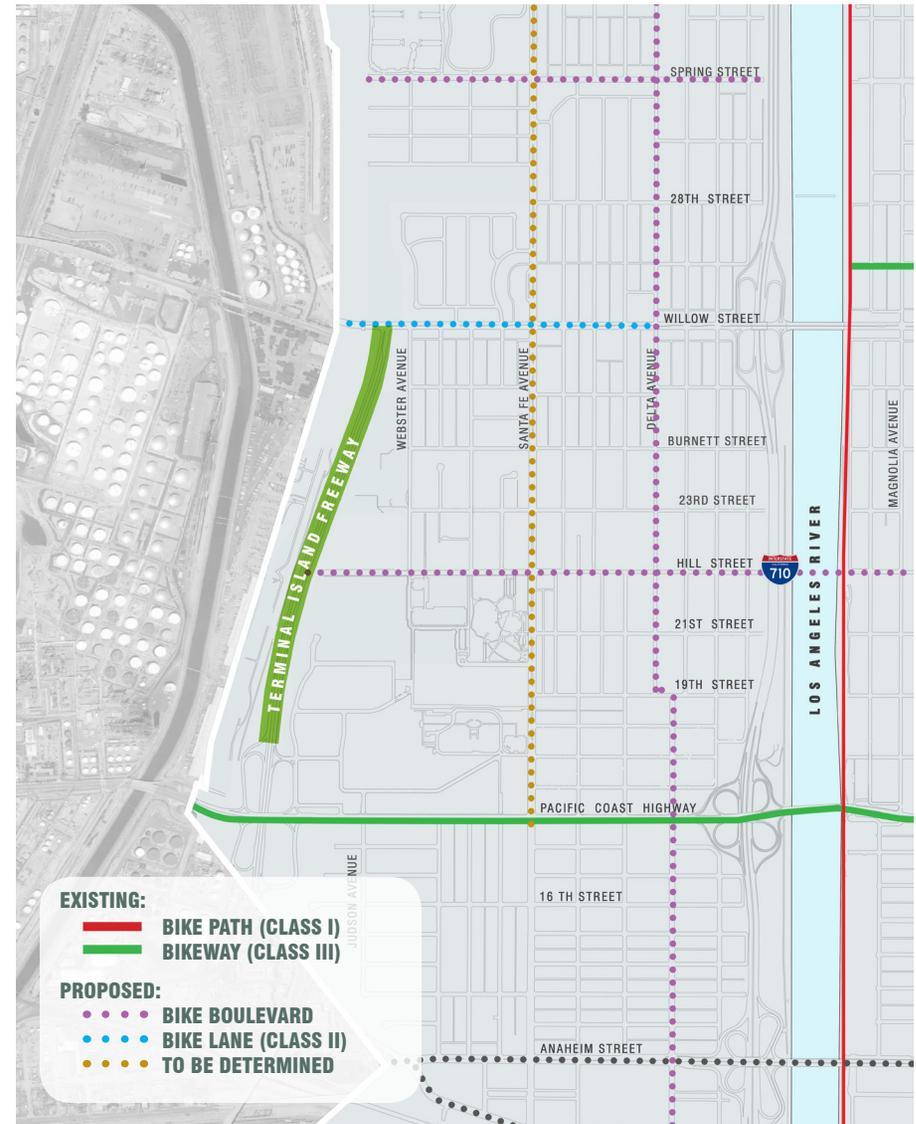
movement of  
people & goods

# Transportation Context



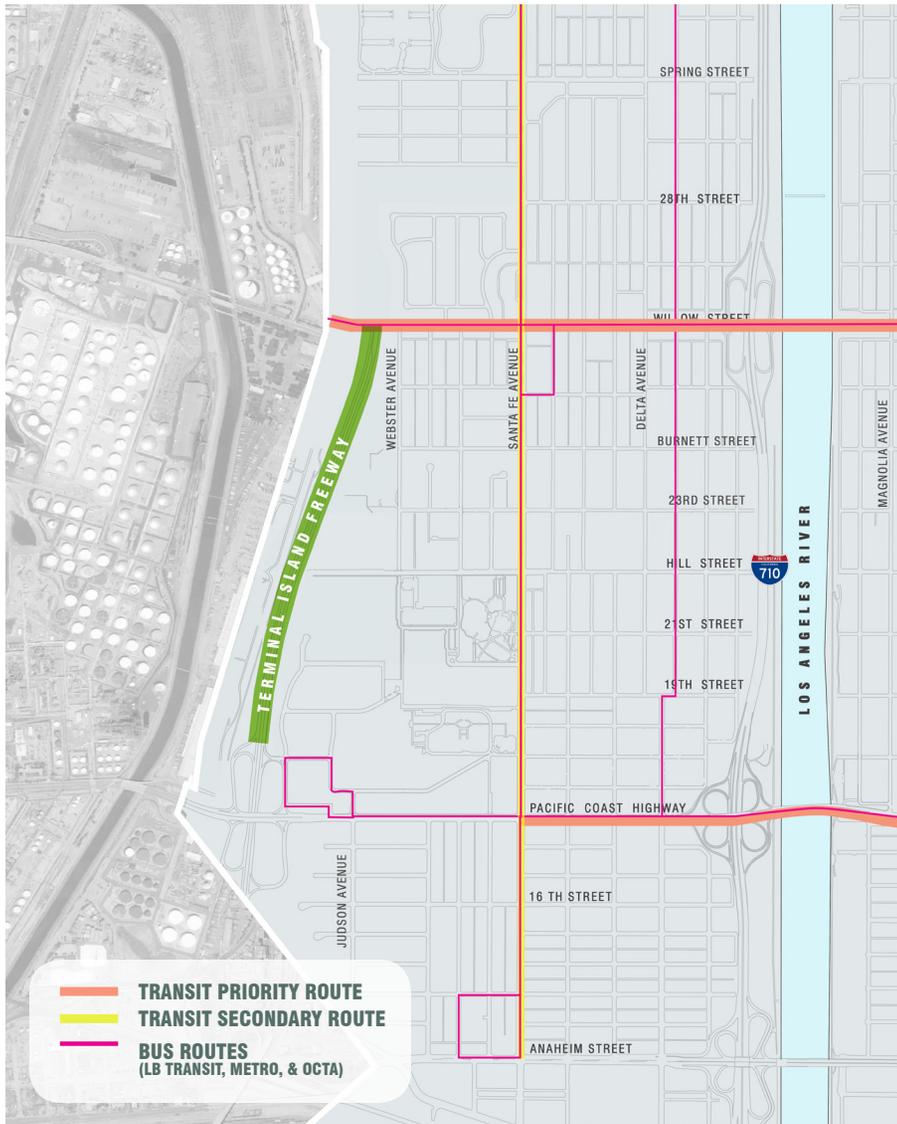
## Street Typologies

Currently, the TI Freeway connects to Pacific Coast Highway to the south, and to Willow Street to the north. The City of Long Beach Mobility Element identifies the Terminal Island Freeway as a future Boulevard. It should be noted that further studies and community input will be needed to determine the appropriate roadway typology for the de-commissioned freeway.



## Bike Plan

The Long Beach Mobility Element identifies two parallel north/south streets as bicycle routes for the community – Santa Fe Avenue and Delta Avenue. Hill Street, a potential connector to the TI Freeway, is identified as a future Bicycle Boulevard in the City. Willow Street and Pacific Coast Highway are also identified as a key east west bicycle connectors to the de-commissioned freeway.



### Transit Routes

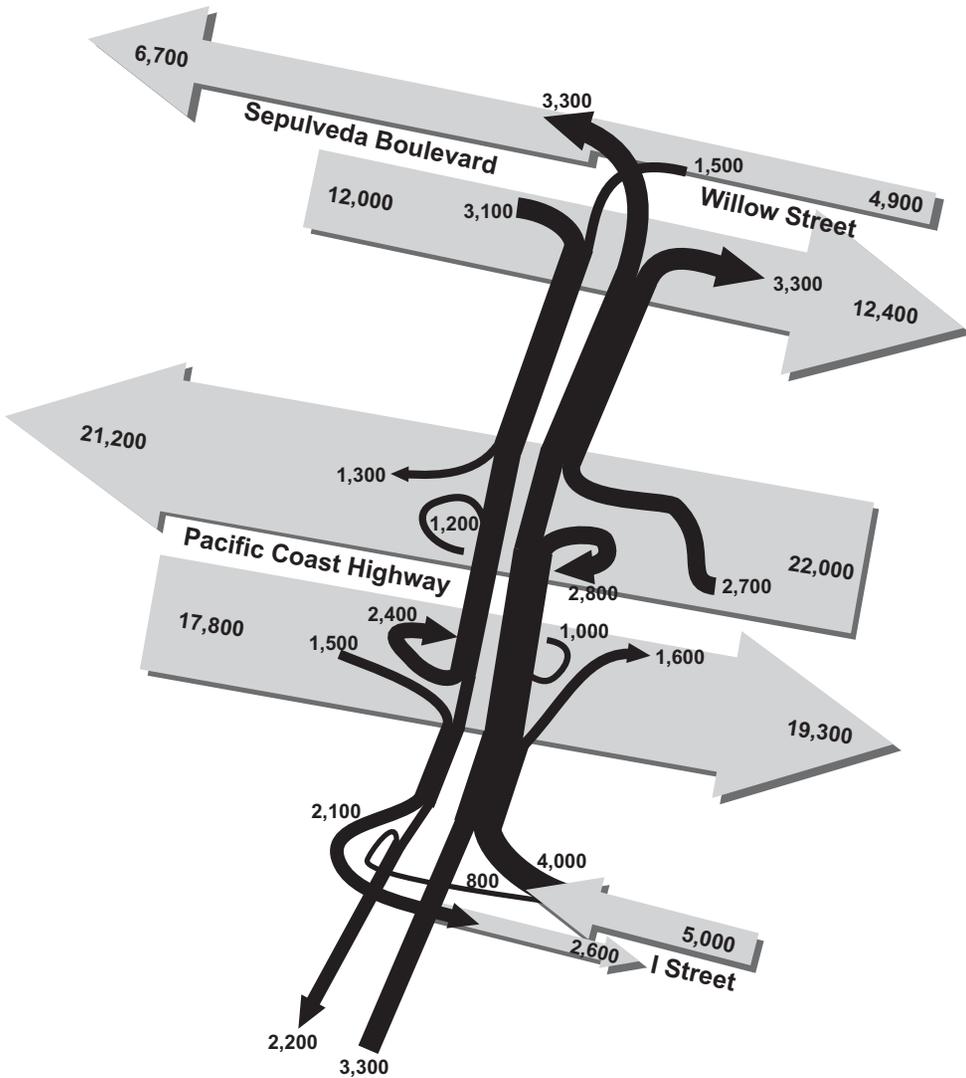
The Mobility Element identifies Willow Street, and Pacific Coast Highway (east of Santa Fe Avenue) as Transit Priority Routes. Current bus lines service the Century Villages at Cabrillo, just north of Pacific Coast Highway.



-  Auto
-  Goods Movement
-  Beautification
-  Auto
-  Goods Movement
-  Transit
-  Multi-mode
-  Bicycle & Pedestrian
-  Transit\_Class

### CIP Projects Underway

At the time of the writing of the Mobility Element, a number of Mobility Element projects are underway in the TI study area. Each project underway is identified by type on the map above.

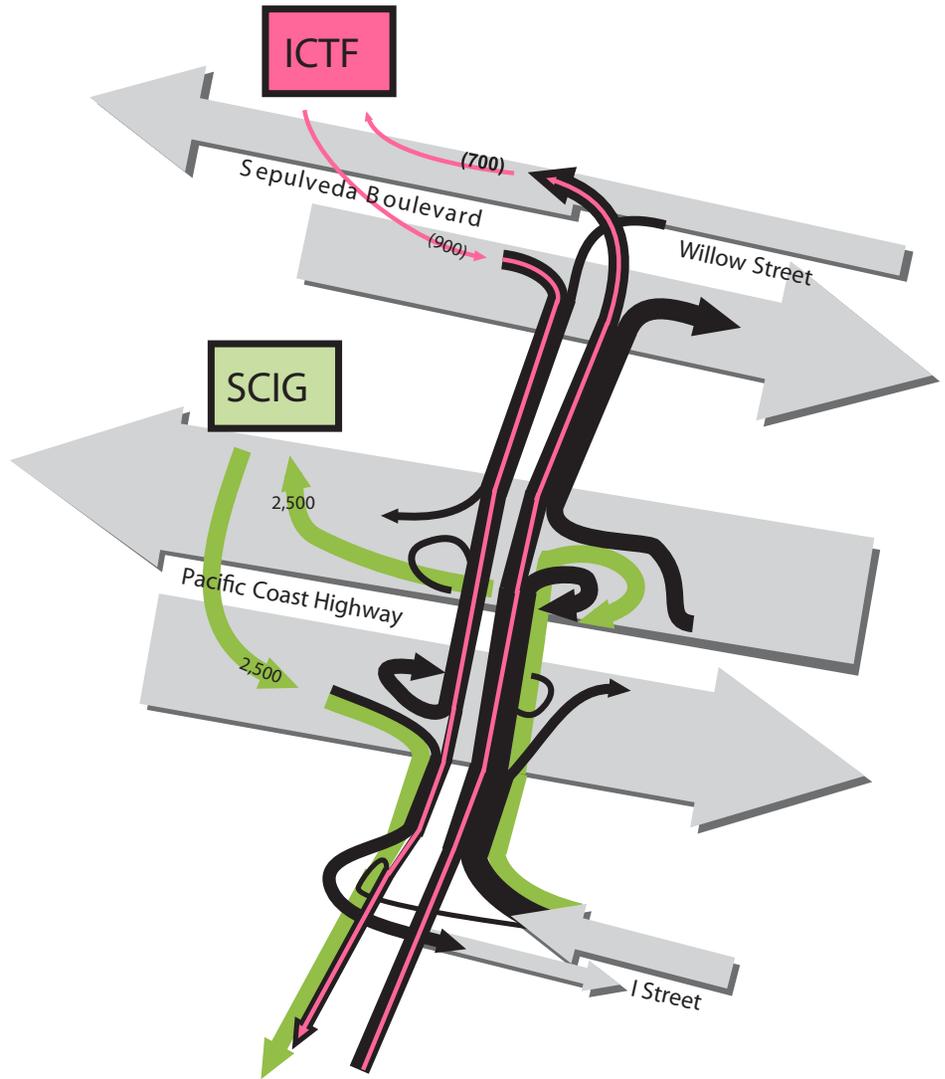


Line widths are proportional to daily volume of traffic



### Existing Traffic Volumes

The existing traffic volumes show an average of 11,200 ADT, with a heavier concentration of northbound traffic.



Note: 1,500 vehicles per day represents existing levels of ICTF-related trips on SR-103

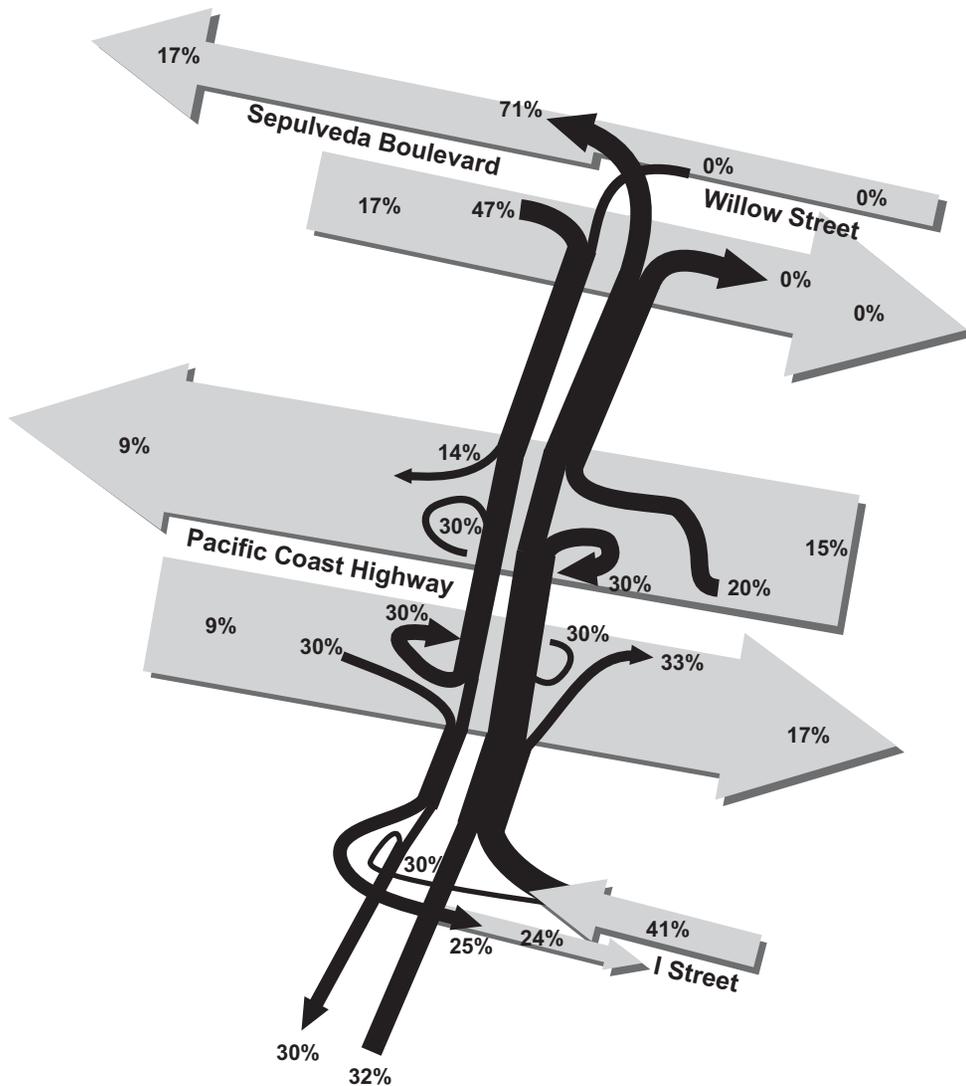


Effect of SCIG and ICTF on Daily Volumes



### Effects of SCIG and ICTF on Daily Volumes

ICTF Modernization will shift approximately 1,600 vehicles per day from the TI Freeway to Alameda Street. SCIG will cause a net increase of 5,000 trips per day on the TI Freeway, south of PCH.



**Truck Percentages**

The TI Freeway hosts heavier northbound truck movements.



**Data**

**Current Annual Daily Traffic**

On the section of the TI Freeway north of PCH, there are about 7,000 daily vehicles northbound and about 5,000 daily vehicles southbound.

**Percentage of Trucks and Port Trucks**

Approximately 50% of the daily vehicles are trucks (approximately 6,000).



**Study Area Traffic Volumes**

In comparison to the TI Fwy, PCH carries about 40,000 vehicles per day and Sepulveda/Willow carries about 20,000 vehicles per day. Key routes connecting to the TI freeway are the east-west roads of Ocean Boulevard, Anaheim Street, Pacific Coast Highway, and Sepulveda Boulevard/Willow Street. Key parallel routes are Alameda Street to the west and Santa Fe Ave and I-710 to the east.

**Existing Trip Origins and Destinations**

The majority of trips using the TI Freeway north of PCH are doing so to access the port area and traversing the entire length of the freeway to its southern terminus at Seaside/Ocean Boulevard. The trips to/from west of the TI Freeway terminus access the industrial areas along Sepulveda

Boulevard including the Intermodal Container Transfer Facility (ICTF). The trips to/from east of the TI freeway terminus access I-710 via Willow Street.

### Likely Redistribution Routes

Vacating the portion of the TI Freeway north of PCH would not result in a 100% diversion of trips on that segment to PCH.

Based on the analysis using the Port of LA/LB subarea Travel Demand Model (PortTAM), the majority of trips on the segment north of PCH are using the TI Freeway to access I-710 as an alternative to Ocean Blvd, Anaheim Street and Pacific Coast Highway. Santa Fe would see a jump between PCH and Willow (which would be expected as the next parallel route), and there is a rise on Sepulveda and Alameda, likely as trips from I-710 would go past the vacated TI section and continue on Sepulveda to Alameda Street and other point west.

PCH would likely not see more than 2,000 to 3,000 (about 25%) of the 11,200 ADT on the TI Freeway. That is because almost all of that traffic originates on Terminal Island and is intended for I-710 (and vice versa), so the other I-710 ramps on Anaheim Street and the direct connection from Ocean Boulevard would attract the majority of those trips. Therefore the redistribution is less of a detour of current trips and more of a change that forces trips to utilize I-710 for a greater portion of their trip. The modeling does reflect what happens along the TI freeway, in that travelers shift over from I-710, to cut down to Terminal Island 'the back way'.

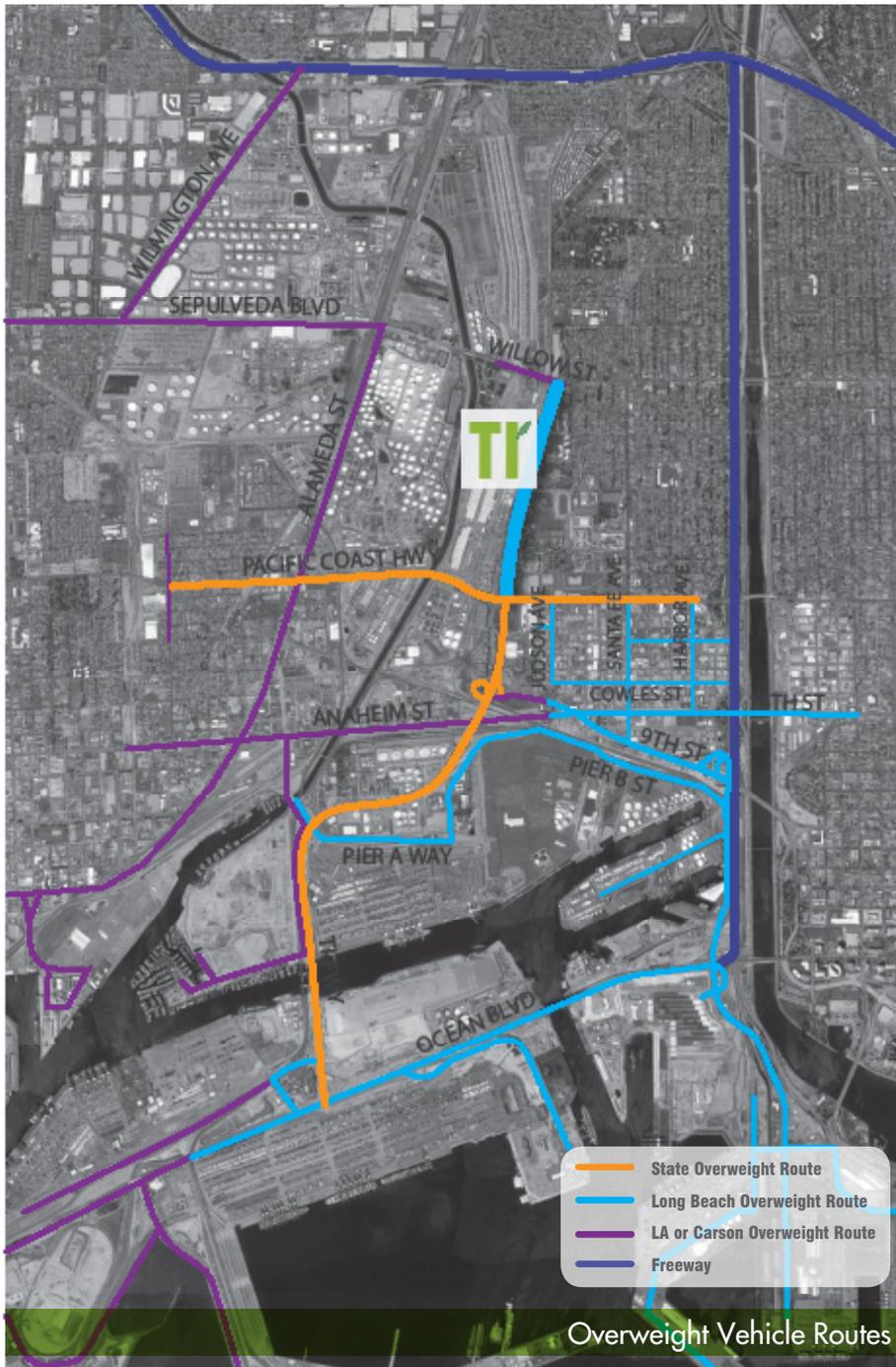
### Re-design Potential

Freeway terminus design would need to slow northbound TI Freeway traffic, and should start downgrading the speed on the roadway past the Henry Ford Avenue off-ramp. The current terminus of the Terminal Island Freeway is an example of a signalized 'T' intersection as a freeway terminus which does not seem to have significant safety issues however, the interchange at PCH does not have the same amount of approach sight distance and is not at grade with the mainline of Pacific Coast Highway. Either the connection to Pacific Coast highway will need to rise on ramps to meet PCH as it does today or the TI Freeway will need to be raised south of PCH to meet PCH at an intersection.

### SCIG/ICTF Considerations

The potential SCIG and ICTF Modernization projects would have major implications for the transition plan and the circulation of traffic in the TI freeway area. The SCIG gate would be located along PCH west of the TI Freeway. The trucks serving the site are routed on specific routes from the port terminals to the TI Freeway/PCH interchange. Whereas these trucks would not use TI Freeway north of PCH, their increased trips along PCH west of the TI Freeway has design implications for any terminus design. The ICTF Modernization project would shift the gate complex from an entrance/exit on Sepulveda Boulevard to an inbound gate along Alameda Street and an outbound gate at Sepulveda Boulevard with prohibited left-turns to the TI Freeway. This would result in a shift of ICTF-generated trucks from the TI Freeway to Alameda Street. This would further reduce the demand on the section of the TI Freeway north of PCH.





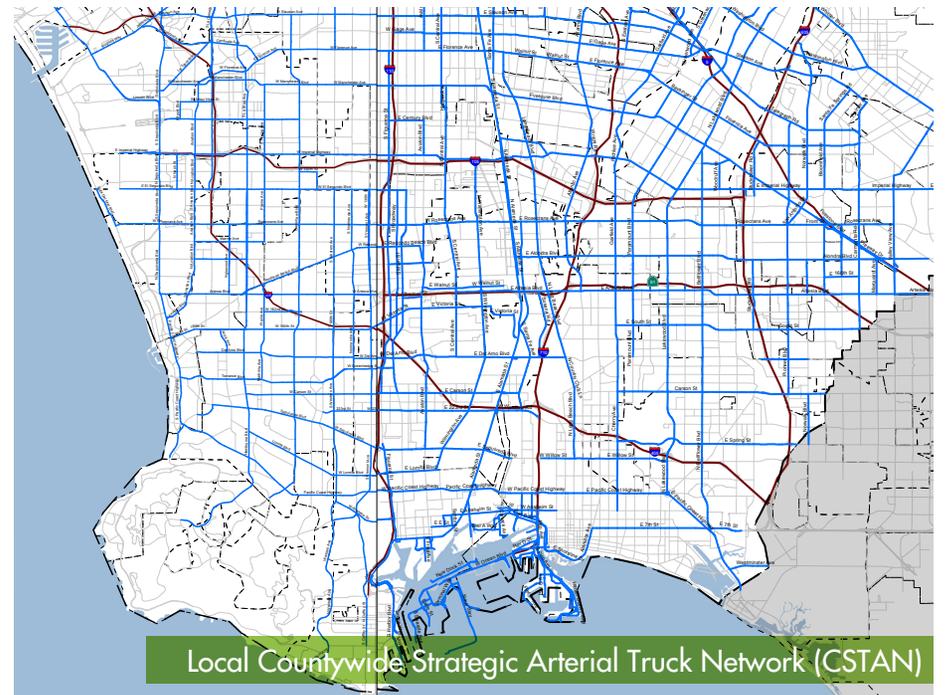
### Overweight Vehicle Routes

The map to the left illustrates the local overweight corridor routes adjacent to the TI Freeway. Within the City of Long Beach, Judson Avenue, Santa Fe Avenue and Harbor Avenue are identified as overweight routes that terminate at Pacific Coast Highway. Adjacent overweight routes fall within the boundaries of the City of Los Angeles, or Carson.

### Local Countywide Strategic Arterial Truck Network (CSTAN)

The Local Countywide Strategic Arterial Truck Network (CSTAN) has been drafted to identify an arterial truck system throughout Los Angeles County. Identifying and prioritizing routes within the county designates particular routes for trucks, and aims to minimize conflicts and collisions between trucks and pedestrian or bicyclists.

The network map shown below illustrates the arterial truck routes that are adjacent to the TI Freeway. Alameda Street and Pacific Coast Highway are local north/south connections that will continue to be used following the de-commission.





07

regulatory  
& financial  
considerations

## Environmental Considerations

### Traffic Impacts

To account for the displacement of 11,200 vehicles that use this road on an daily basis, specialized traffic studies (such as an origin-destination study) will be conducted as part of the environmental analysis. Among other information that will be gathered, the origin-destination traffic study will identify the traffic patterns of the vehicles currently using the roadway. This information will describe how other sections of the roadway network will be impacted, and analysis of this information will inform if additional roadway improvements may be needed.

### Environmental Documentation and Process

Pursuant to the California Environmental Quality Act (CEQA), the first step in environmental documentation is to determine if the activity is a “project” as defined by CEQA. Per CEQA Guidelines Section 15378, a project is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonable indirect physical change in the environment, and...[is] an activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures...”

Once the conceptual alternatives for the TI Freeway transition are further defined, the level of CEQA environmental document can be identified. At this time with the available information, it appears that the appropriate level of CEQA environmental document that will be required is either an Environmental Impact Report (if there will be significant impacts to the environment) or an Initial Study leading to a Mitigated Negative Declaration (IS/MND)(if there will not be significant impacts to the environment after mitigation is included).

The Council of Environmental Quality created the National Environmental Policy Act (NEPA) in 1969 for when a federal agency intends to carry out, fund or approve a proposed action. Every federal agency has their own set of regulations on how they implement NEPA. Once a federal lead agency (if applicable on this project), then those regulations should be reviewed to identify the level of NEPA environmental document.

### Environmental Technical Studies

Based on the project area, the following environmental technical resource areas are anticipated to require a technical study to support the preparation of the environmental document(s):

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

If a NEPA nexus exists for this project, then some NEPA-specific additional technical analyses may be required for some of the technical studies.

### Environmental Regulatory Permits

At this time, no regulatory permits appear to be required for this project.

The California Coastal Commission regulates development within the designated Coastal Zone, which can extend inland up to five miles. As defined by the California Coastal Act of 1976 (Section 30106), development is defined as “...on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged materials or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land...change in the intensity of use of water, or access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public or municipal utility...”. Although the project site is located close to the Pacific Ocean, the northern extent of the Coastal Zone boundary associated with State Route 103 is at Anaheim Street in the City of Long Beach, which is south of the project area. Therefore, the project is not located within the Coastal Zone.

The Clean Water Act (Section 404) allows for the United States Army Corps of Engineers to regulate discharge of dredge or fill material into waters of the United States. Based on preliminary information, no waters of the United States appear to be within the project area; therefore, a Section 404 permit is not anticipated to be required for this project.

The Clean Water Act (Section 401) requires a water quality certification from the State or Regional Water Quality Control Board when a project (1) requires a federal license or permit (such as a Section 404 permit), and (2) will result in discharge to waters of the United States. Based on preliminary information, no waters of the United States appear to be within the project area; therefore, a Section 401 certification is not anticipated to be required for this project.

The California Fish and Game Code (CDFG) Sections 1600 et seq. require the California Department of Fish and Wildlife to regulate any project which would divert, obstruct, or change the natural flow or bed, channel or bank of any river, stream, or lake. Based on preliminary information, no river or stream appears to be within the project area; therefore, a Streambed Alteration Agreement (per CDFG Section 1602) is not anticipated to be required for this project.

## Financial Considerations

The solution for the funding of the new infrastructure development in the right-of-way created by the decommissioning of the Terminal Island Freeway may be found in several funding sources available at the local, state or federal level.

### Similar Projects

Similar projects have been funded through a variety of funding sources and financing strategies. These include:

- **Doyle Drive / Presidio Parkway, San Francisco**  
Doyle Drive was constructed in 1936 and had reached the end of its useful life by 2012. The reconstruction of what is now called Presidio Parkway is being accomplished through a Design, Build, Finance, Operate and Maintain (DBFOM) P3 structure. The first half of the project was constructed with conventional Caltrans federal and state funding. To complete the project, Caltrans offered an annual \$22 million Availability Payment for a period of 30 years. That amount is beyond certain milestone construction payments paid by Caltrans. The consortium to carry out the DBFOM project was selected and the project is under construction. The Presidio Parkway will create a spectacular regional gateway between the iconic Golden Gate Bridge and the City of San Francisco. The project is scheduled for completion in 2016.
- **Embarcadero Freeway Decommissioning, San**

### **Francisco**

The decommissioning of the Embarcadero Freeway, which had been debated for many years, was prompted by the extensive damage to the freeway caused by the 1989 Loma Prieta Earthquake. The first section of the elevated freeway opened in 1959. Plans for extending the freeway were controversial from the very beginning. After the earthquake the plan for the demolition of the freeway was opposed by the business community until then Mayor Art Agnos and subsequent mayors negotiated with federal and state officials to win enough funding to make the demolition practical, and the opposition relented. Thirty-six different federal, state and local funding sources were used to accomplish the nine projects that comprise the Waterfront Transportation Projects, including funding from the ½ cent sales tax in San Francisco for transportation. The site is now a wide, palm-lined waterfront boulevard with Muni Light Rail tracks in the median. The site includes parks and public plazas.

- **Interstate 40 Decommissioning, Oklahoma City**  
The I-40 Oklahoma City Crosstown Expressway was built in 1966. However, this stretch of elevated highway was too narrow for existing traffic and was in disrepair. In response, I-40 was relocated to the south of the existing route, with the original elevated route torn down and a landscaped boulevard being designed on the old right-of-way. The demolition was completed in 2012. The City has opposed the original Oklahoma Department of Transportation (ODOT) plan for a ten lane 60 mile an hour road, to bring travelers into the City rather than through traffic as was proposed by ODOT. The decommissioning plan requires ODOT to fund the ultimate boulevard design.

## Funding

When the program and design for the TI Freeway is defined, a detailed road map with programs, funding cycles, eligible activities, potential funding amounts and approval process.

As is most often the case, funding will come from a series of programs, including competitive grants and the City's CIP. As the programs and criteria for each funding program may change from year to year, tracking of funding cycles and eligible activities, and a developed plan for submittals will be completed.

## **Parks Funding**

### **Federal Land and Water Conservation Grant Program**

The State Office of Grants and Local Services administers 34 grant programs and has awarded \$1.8 billion in funding. The deadlines for the various programs vary throughout the year. The funding team will match up the appropriate programs based on the plan for the right-of-way.

## **Metro Call for Projects**

Modal Categories:

- Regional Surface Transportation Improvements
- Goods Movement Improvements
- Bicycle Improvements
- Pedestrian Improvements

The deadline for the 2015 funding was January 30, 2015. The team will determine the appropriate modal category as the plans evolve. This year the emphasis was on complete streets.

## **710 Early Action Funding**

Measure R included \$590 million for the I-710 and/or Early Action Projects. Metro is working to secure federal funding from the next authorization of the Surface Transportation Bill. The City may lobby for funding under the STIP.

## **State Cap & Trade**

The Cap & Trade programs is evolving more than any program, as this year was the first year of the program. Funding under the Cap & Trade program is less direct because there aren't specific programs for highways or parks, but potential areas will be explored, including:

- Affordable Housing and Sustainable Communities grants
- Sustainable Freight Transport Initiative
- Sustainable Communities Research – Land Use and Transportation Planning

The City will need to see what changes are made to determine whether the programs match up with the need of the preferred project.

## **EIR and Analytical Studies**

This would be an appropriate ask of the Port and could potentially come from Tideland Funding.

## **Potential Local, State, and Federal Sources**

Local sources within the City's control could include: tidelands funding and inclusion of the project in the Los Angeles County's efforts to extend the sales tax for transportation (J2). The principal State resources could include the Active Transportation Program (ATP) and federal sources could include programs such as the Surface Transportation Improvement (STP) and TIGER grant program.

We have highlighted several programs that may be particularly relevant to the TI solution, below:

## **Tidelands Funding**

The funding of the ultimate program for the decommissioned Terminal Island Freeway would be eligible for Tidelands Funding. The uses and the extent to which Tidelands Funds could be used are yet to be determined.

## **Measure J2 Program**

Measure R was approved by the voters in 2008 to impose the Sales Tax for an initial 30 years to raise revenue for transportation related expenditures, including expanding and enhancing rail and bus systems, improving highways, repairing potholes and streets, and suspending scheduled fare increases. Measure J failed in 2012, but efforts are underway to again extend the Sales Tax for an additional 30 years from 2039 to 2069. Revenues from the Sales Tax extension shall be used to accelerate the completion of Measure R projects until those projects are complete, and to provide reduced fares to senior citizens, disabled individuals and students and to expand Metro's reduced fare programs, and other expenses as provided in the ordinance. Prior to putting Measure J2 on the ballot, a new series of projects will be identified. Long Beach should participate in the process and include funding for the TI Freeway project. To the extent necessary to accelerate completion of a project, Metro may authorize expenditure of funds derived from the initial Measure R Sales Tax.

Once the Measure R projects are complete, the revenues received from the Sales Tax extension would be allocated solely for the transportation purposes described in the ordinance. Such funds would be available only for projects and programs described in the expenditure plan of the ordinance. Long Beach should lobby for the TI Freeway to be added to the list of project when the ordinance is prepared.

## **State of California Active Transportation Program**

The Active Transportation Program grants fund a wide variety of programs including bikeways and walkways, which improve mobility, access or safety for non-motorized users, elimination of hazardous existing bikeway and walkways,

carry out Safe Routes to Schools projects, recreational trails or park projects that facilitate trail linkages or connections to non-motorized corridors and other programs that support non-motorized projects.

## **Federal Surface Transportation Improvement (STP) Program**

The STP program is one of the main sources of flexible funding available for transit or highway purposes. STP provides the greatest funding flexibility in the use of funds. These funds may be used as capital funding for public transportation capital improvements, and car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities. Other eligible projects under STP include transit safety improvements and most transportation control measures.

## **Tiger Program**

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program is a federal grants program that enables Department of Transportation (DOT) to invest in road, rail, transit and port projects that promise to put the taxpayers' dollars to achieve critical National or Regional objectives. The TIGER program enables DOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in our Nation's infrastructure that make communities more livable and sustainable.

DOT uses a set of criteria to evaluate the projects, most of which are on the same lines as the TI Freeway program:

### Primary Criteria (Long Term Outcomes)

- Safety,
- Economic Competitiveness
- State of Good Repair
- Livability, and
- Environmental Sustainability

### Secondary Criteria:

- Innovation
- Partnership
- Since Stimulus projects are expected to proceed quickly, the DOT also considers:
- Project Schedule
- Environmental Approvals
- Legislative Approvals
- State and Local Planning
- Technical Feasibility
- Financial Feasibility

## **History**

Initially, TIGER was established as a part of the American Recovery and Reinvestment Act of 2009 (ARRA) to promote economic recovery in the short run. But the program outlasted ARRA and approved every year thereafter to provide \$4.1 billion in funding to eligible mode-neutral transportation. It was one of the very few transportation programs that used economic analysis, specifically cost-benefit analysis, as part of the application evaluation process. Also, unlike most federal transportation funding that can be accessed only by State DOTs and transit agencies, the TIGER application process was open to any project sponsor.

## **Program Elements**

USDOT has substantial control over the program structure and operation and distribute funds on a competitive basis that will have a significant impact on the nation, metropolitan area or region. Some of the key elements of the program structure developed by USDOT include:

- Biking, Walking and Transit projects
- Programs that Improved Existing Systems and Connectivity
- Priority to Projects that guarantee Job Creation and Short-term Economic Growth
- Applicants that include substantial financial co-investment by another agency or source
- Projects that satisfy five long term outcomes: Safety, Economic Competitiveness, State of Good Repair, Livability, and Environmental Sustainability
- Priority to Projects that use innovative strategies to pursue the long term outcomes
- Priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

Below is a concise list of highpoints of the projects funded as a part of the TIGER 2013 and 2014 Grants that have applicability to TI Freeway:

- Creates vital connection for motorized and non-motorized users traveling to business and recreational activities;
- Improves safety by increasing capacity for roadway users and provides separate facilities for non-motorized roadway users;
- Increases capacity to accommodate traffic volumes resulting from the influx of additional workers, residents and visitors;
- Brings significant growth and redevelopment potential to an important corridor;
- Creates opportunity by connecting disadvantaged communities to jobs and schools;

- Improves travel efficiency and reliability by eliminating delays
- Creates more pedestrian-oriented community by providing safe and easy access to adjacent communities and recreation activities;
- Eliminates hazardous intersections, reduces vehicular, pedestrians and bicycle accidents;
- Increases capacity and mobility in highly congested road and transit networks by creating direct pedestrian and bicyclist links between critical transit centers, jobs, and residential neighborhoods;
- Improves pedestrian safety and accessibility, with wider sidewalks, shared use streets, and separated space for bicyclists;
- Revitalizes the downtown business with traffic calming and streetscaping improvements, creating a downtown that is more accessible to pedestrians;
- Increases the economic competitiveness of an economically distressed area, where over 50% of residents are below the poverty line, by improving transportation choices and providing better access to businesses for employees and customers;
- Better utilizes existing infrastructure and revitalizes business district, which will encourage retail sales and private sector investment;
- Catalyzes transit-oriented redevelopment;
- Prevents flooding by making the road safer;
- Improves efficiency and safety at the port;
- Allows more truck movement to/from port;
- Saves additional \$\$ annually on highway maintenance costs;
- Wide range regional support garnered for the project;
- Seeks innovative solutions through a multidisciplinary, integrated planning process with regional focus;
- Improves safety for disproportionately affected populations;
- Reduces congestion and improves environmental sustainability by promoting walking, bicycling, and transit.

TIGER has also funded certain BRT and Streetcar projects in the past.

