

I-710 SUMMER 2007 NEWSLETTER

CORRIDOR

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Status of I-710 EIR/EIS Contracts

On June 20, 2007, Metro Board's Planning & Programming Committee recommended approval of a contract with URS Corporation to prepare the I-710 EIR/EIS and Engineering Project Report, as well as a contract with Moore Iacafano Goltsman (MIG) for the Facilitation of Community Participation in the I-710 EIR/EIS. The Committee has forwarded its recommendations to the full Metro Board. This work will be funded jointly by Metro, Gateway Cities COG, Caltrans, SCAG, Port of Long Beach, Port of Los Angeles, and the I-5 JPA. If approved the consultant team will begin its work by preparing for public environmental scoping meetings and assisting the Gateway Cities COG and I-710 Project Committee with the formation of the committees called for in the adopted Community Participation Framework.

Air Quality Action Plan for the I-710 Corridor

The Tier 2 report included in the I-710 Major Corridor Study had as one of its guiding principles, "Health is the overriding consideration". And health means improving air quality. In its more detailed recommendations, the Tier 2 Community Advisory Committee, followed by the Oversight Policy Committee and the Metro Board of Directors, called for an I-710 Corridor Air Quality Action Plan (AQAP). This effort is not intended to supplant the I-710 EIR/EIS.

In June, 2007 the Gateway Cities Council of Governments made a "down payment" on that Plan by completing and releasing the Preliminary Report on the Development of the Air Quality Action Plan for the I-710 Corridor that will guide the COG in forthcoming plan development. The Preliminary Report summarizes the history of the I-710 planning and improvement efforts, the air quality improvement activity that has taken place since the conclusion of the Major Corridor Study, input from stakeholders and recommended next steps.

The Draft Preliminary Report was prepared over a six-month period by the environmental consulting firm of Gladstein, Neandross and Associates with a \$75,000 grant from Metro. The COG Board heard a presentation of the Report by Mr. Cliff Gladstein and will consider its content and next steps over the coming months. The Report will also be presented to the new I-710 EIR/EIS Project Committee and I-710 EIR/EIS Executive Committees later this summer.

Looking toward next steps, the Preliminary Report outlines the recommended content of the actual AQAP, suggests steps to launch the effort, and provides cost estimates for completion of the plan. Included in the preliminary report is a list of recommendations from environmental stakeholders as to early actions that I-710 corridor communities could pursue to improve air quality while the full AQAP is being developed.

I-710 Early Action Projects

The environmental studies for the I-710 Corridor improvements will be initiated this summer. In the meantime, there are three locations that require earlier implementation to deal with current congestion and safety problems associated with high volumes of heavy-duty trucks:

1. Shoemaker Bridge and PCH and Anaheim St. interchanges
2. Firestone Blvd. Interchange
3. Atlantic Blvd./Bandini Blvd. Interchange

Funding is being requested or secured to evaluate congestion relief requirements at these locations in a manner that would be compatible with potential future improvements. These evaluations would assess near-term improvements to reduce congestion on the mainline freeway and at the interchange ramps, reduce accidents, improve safety, improve air quality, correct current freeway design deficiencies at these locations, and replace older bridges with modern bridges that meet current earthquake standards and allow for increased open space.

Truck Enforcement and Inspection Study Underway

With funding provided by Metro, the Gateway Cities COG is moving forward on the shared goal of maintaining clean, safe goods movement in the I-710 Corridor. With the new funding, a study is underway to determine whether modern state-of-the-art truck enforcement and inspection facilities can be located within the Corridor. Working with local cities, this study should be completed later this year. Officials from the Gateway Cities COG have studied the advances made by the State of Florida in high technology truck inspection and believe this technology could be a great benefit to the I-710 communities and commuters. Various sites will be examined to determine access feasibility along with enforcement and inspections that would include weight, safety and air pollution inspections.

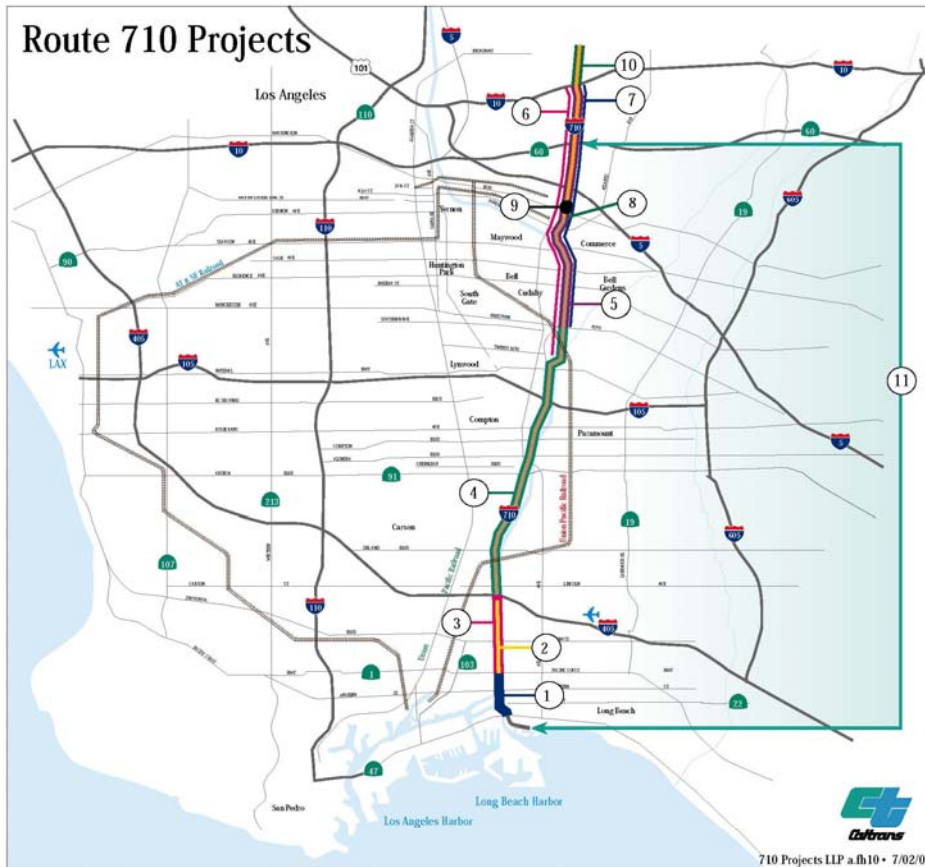
Alternative Goods Movement Technologies

As the demand for cleaner goods movement has grown in the last few years, so have the number of companies working to develop or adapt new technologies (see Winter 2006 Newsletter) that could also move cargo containers. While not yet in commercial operation, these technologies hold out the promise of improving air quality by moving containerized freight with zero emissions locally and by removing significant truck volumes from the local freeways. The I-710 EIR/EIS will evaluate the feasibility of including this type of technology within the freeway corridor.

Since we last reported, the Ports of Long Beach and Los Angeles have engaged the firm of Cambridge Systematics and embarked on a Zero-Emissions (“Green”) Container Mover System Evaluation Study. The year long study will assess ten alternative technologies for moving containers from the San Pedro Bay Ports to the Intermodal Container Transfer Facility (ICTF) and potentially to the proposed Southern California International Gateway (SCIG). These are what are known as “near dock” rail facilities and represent an even shorter trip than the 18 miles up the I-710 to the rail yards in Commerce and Vernon. As such they have excellent potential as an early testing arena for new technologies. The study will compare and contrast the alternative technologies with conventional trucks, cleaner trucks, electric trucks, and liquid natural gas (LNG) trucks. The results of the study will be of great interest to the I-710 corridor communities as the work of the I-710 EIR/EIS progresses.

Current Caltrans Projects

While the longer term I-710 EIR/EIS work goes forward, it is important to highlight that Caltrans has eleven very significant “real time” Route 710 projects underway, most of which either have already begun construction or are scheduled to begin this year. A map and project description of each of these projects is attached, as well as a map depicting Route 710 Long Life Pavement Projects.



1. LA-710 Pavement improvement in City of Long Beach from northbound Harbor Scenic Drive on ramp to .08 km south of Pacific Coast Highway separation. (Total 2.1 km) Also includes upgrade of median barrier, landscape restoration, and installation of conduit and loop detectors for future Intelligent Transportation System.
 Status: Pavement Restoration, Median Barrier, Loop Detectors and conduit installation were combined in one project presently in construction.
 Project cost \$5.5 million. The landscape portion is addressed as a separate project presently in the design phase and scheduled to go to construction in the Fall of 2009. Cost of Landscape Project is \$1.25 Million.

2. I-710 Highway Planting Restoration from Pacific Coast Highway to Wardlow Rd. Overcrossing. Project will restore the landscaping, improving the appearance of the freeway.
 Status: Construction began in 2004, ends 2009. Currently in plant establishment.
 Capital Cost: \$ 3.0 million
 Engineering Support Cost: \$ 1.0 million
 Programmed Amount: \$ 4.0 million

3. I-710 Installation of Communication System & Closed Circuit TV System. Project will install facilities for traffic monitoring system and Closed Circuit TV system from Pacific Coast Highway to I-405.
 Status: Construction began in Winter 2006, ends in Spring 2008.
 Capital Cost \$ 3.5 million
 Engineering Support Cost: \$ 1.2 million
 Programmed Amount: \$ 4.7 million

4. I-710 Pavement Rehabilitation from I-405 to Firestone Blvd. (Southgate, Lynwood, Paramount, Compton, Carson and Long Beach) Project will place long life pavement on freeway mainline from I-405 to Firestone Blvd. and widen structures from I-405 to Atlantic Ave.
 Status: Construction to begin in Summer 2007.
 Capital Cost: \$ 159.6 million
 Engineering Support Cost: \$ 6.5 million
 Programmed Amount: \$ 166.1 million

5. I-710 Pavement Rehabilitation from Firestone Bl. to I-10. (Compton, Paramount, Lynwood, Southgate, Bell, Bell Gardens, Vernon, East Los Angeles and Monterey Park) Project will place long life pavement on freeway main line from Firestone Blvd. to I-10 and widen structures from Atlantic Avenue to I-10.
 Status: In planning
 Capital Cost: \$ 320 million
 Engineering Support Cost: \$ 24.8 million
 Programmed Amount: Not Programmed

6. LA-710 Upgrade median barrier from Los Angeles River Bridge to LA-10
 Project will replace the existing double blocked metal beam barrier with concrete barrier between the Los Angeles River bridge and Vernona Ave. Between Vernona Ave. and Route 10, concrete barrier will replace the existing thrie beam barrier.
 Status: Construction began January 2006
 Construction Ends: Winter 2008/2009
 Total Cost: \$23.7 Million

7. LA-710 Slab replacement and grind from Firestone Boulevard to Route 10
 The project will replace the broken pavement slabs with new ones made of fast setting hydraulic concrete. The remaining slabs will be ground to provide a smooth driving surface.
 Status:
 Construction Begins: July of 2005
 Construction Ends: Summer of 2007
 Total Cost: \$20 Million

8. LA-710 PM 22.5/22.7: Construct Soundwall in Commerce from Washington Blvd to 0.4km North of Washington Blvd in the Northbound and Southbound direction construction will begin Winter 2007
 Project Cost: \$3.4 million

9. 07-LA-710 PM 22.9/23.2: Construct Soundwall in Commerce from East Yard Off to Route 710/5 Separation the Northbound and Southbound direction.
 Status: Construction began May 2004
 Construction completed 3/28/06
 Project Cost: \$ 7.3 million.

10. I-710 Highway Planting Restoration from I-10 to Valley Blvd under crossing. Project will restore the highway planting and irrigations systems.
 Status: Project is in the environmental phase, Construction Winter 2009
 Capital Cost: \$ 1.5 million
 Engineering Support Cost: \$ 0.5 million
 Programmed Amount: \$ 2.0 million

11. I-710 Goods Movement
 Project will enter the Environmental Phase in July 2007. Cost of preparing project report and Environmental Document is \$30 Million, Caltrans share is \$5 Million. Total Cost of Project is \$5 Billion (not programed). Limits of project is from Los Angeles/Long Beach Ports to State Route 60.

Route 710 Long Life Pavement Projects



1. LA-710 Long Life Pavement from Pacific Coast Highway to Route 405
Status: Completed in November 2004

2. I-710 Long Life Pavement from I-405 to Firestone Blvd PM 9.4 to 18.4. (Southgate, Lynwood, Paramount, Compton, Carson and Long Beach) Project will place long life pavement on freeway mainline from I-405 to Firestone Blvd. and widen structures from I-405 to Atlantic Ave.
Status: Construction to begin in Summer 2007.
Capital Cost: \$ 159.6 million
Engineering Support Cost: \$ 6.5 million
Programmed Amount: \$ 166.1 million

3. I-710 Long Life Pavement Rehabilitation from Imperial Hwy. to Firestone Blvd. PM 16.1 to 18.4. (Lynwood, South Gate) Project will place long life pavement on freeway mainline from Imperial Hwy. to Firestone Blvd.
Status: Construction to begin Oct 08
Capital Cost: \$ 39 million
Engineering Support Cost: \$ 12 million
Programmed Amount: \$ 51 million

4. I-710 Long Life Pavement from Firestone Blvd. to Slauson Ave. PM 18.1 to 20.8 (South Gate, Bell Gardens, Bell and City of Commerce) Project will place long life pavement on freeway mainline from Firestone Blvd. to Slauson Ave.
Status: In Planning
Capital Cost: \$ 65.85 million
Engineering Support Cost: \$ 18 million
Programmed Amount: \$ 83.85 million through SHOPP Augmentation
Construction to begin Oct. 09

5. I-710 Long Life Pavement from Slauson Ave. to I-10. (South Gate, Bell Gardens, Bell, Vernon, East Los Angeles and Monterey Park) Project will replace long life pavement on freeway mainline from Slauson Ave. to I-10 and widen structures from Los Angeles River Bridge to I-10.
Status: In Planning
Capital Cost: \$ 320 million
Engineering Support Cost: \$ 24.8 million
Programmed Amount: Not Programmed