

# I-710 Corridor Project EIR/EIS



The Long Beach Freeway (I-710) is a vital transportation artery, linking the ports of Long Beach and Los Angeles to Southern California and beyond. An essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement traffic. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 experiences serious congestion and safety issues.

## Project Description

Metro and six project participants are conducting an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to analyze the range of possible improvement alternatives for the I-710 Corridor. The I-710 Corridor Project extends from the ports of Long Beach and Los Angeles to the Pomona Freeway (SR-60), a distance of 18 miles. The study area encompasses 15 cities and unincorporated areas in Los Angeles County adjacent to the freeway corridor.

The I-710 Corridor Project EIR/EIS objectives are to develop transportation alternatives that will:

- > Improve air quality/public health
- > Improve mobility, congestion and safety
- > Assess alternative, green goods movement technologies

From an initial set of six alternatives presented at scoping, the four below were selected for study in the EIR/EIS because they demonstrate the greatest potential for achieving the project's goals.

### Alternative 1

No Build – baseline conditions projected in the year 2035

### Alternative 5A

10 General Purpose (GP) Lanes – widening of the I-710 to 10 general purpose lanes and improving all interchanges

### Alternative 6A

10 GP Lanes + Freight Corridor – same improvements as 5A plus a separate four-lane freight corridor

### Alternative 6B

10 GP Lanes + Zero Emissions Freight Corridor – same as 6A, but assumes the Freight Corridor will be used by trucks with zero tailpipe emissions.

## Community Participation Framework

The I-710 Corridor Project EIR/EIS breaks new ground in engaging community members and stakeholders in developing strategies to improve air quality, mobility, and quality of life. Through a representative community advisory committee structure, outreach activities are designed to provide stakeholders the opportunity to work hand-in-hand with the technical team throughout the life of the project. Community outreach for the I-710 Corridor Project EIR/EIS is modeled on the highly regarded program used to complete the Major Corridor Study.

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## Related Efforts

### Early Action Projects

Through the community participation process, Metro has begun examining proposed improvements for possible early action. Candidate “Early Action” projects need to be able to demonstrate independent utility and be able to proceed on a separate project approval and development path in advance of the overall I-710 Corridor Project EIR/EIS project as needed. Possible projects could include soundwalls or local interchange reconfigurations.

### Utilities Master Plan

Any improvements to the I-710 Corridor will involve developing strategies to address hundreds of utility lines that travel along and/or cross the Corridor. These lines include high-power electrical transmission, electrical distribution, oil, gas, sewer, and others. In order to address the Corridor utilities in a comprehensive manner, Metro will prepare a Utilities Master Plan consisting of three segments. Work on the first segment will begin in early 2011.

## Project Status

Work is underway on the technical studies of the Draft EIR/EIS and the Draft Project Report.

## Project Schedule

PHASE	COMPLETION
Complete Environmental Phase	Winter 2012/2013
Complete Preliminary Engineering	Winter 2012/2013
Complete Final Engineering	2015 (estimated)
Utility Relocation	2016 (estimated)
Construction	2020 (estimated)

## Project Funding

Measure R identified \$590 million for the I-710 South and/or Early Action Projects. In addition to Measure R funding, Metro is working to secure federal funds in the next Authorization of the Surface Transportation Bill. Moreover, the I-710 South is being considered as a prime candidate for a Public-Private Partnership and may include tolling. The total cost of the project will be estimated as part of the Project Report, to be completed in the fall of 2012.