I-710 Corridor Project
presented at the

AAPA Maritime Economic Development Workshop
February 20th, 2014
Background

• I-710 Corridor Purpose & Need:
  – Improve air quality and public health
  – Improve traffic safety
  – Address design deficiencies
  – Address projected traffic volume
  – Address projected growth in population, employment and economic activity related to goods movement

• Project Partnership

• Community Participation
Study Area
Draft EIR / EIS Project Alternatives

NO BUILD IMPROVEMENTS
- Planned and Committed Projects in 2008 RTIP
- Enhanced Goods Movement by Rail
- Clean Trucks Program
- Expanded Night Gate Ops at Ports
- I-710 Pavement Rehabilitation
- Traffic Signal Coordination

TSM/TDM and ITS
- Ramp Metering
- Improved Arterial Signage
- Peak Period Parking Restrictions
- Increased Transit Service
- Upgraded Traffic Signals (ITS)

ARTERIAL SYSTEM IMPROVEMENTS
- Signal Timing Improvements
- Local Arterial Intersection Improvements at 42 Locations

I-710 WIDENING
- Widen the I-710 up to 10 Lanes
- Modernize Geometric Design of the Local I-710 Interchanges

FREIGHT CORRIDOR
- Separate Four-Lane Freight Corridor

Alternative 1
- No Build Improvements

Alternative 5A
- I-710 Widening
- Modernize I-710 Geometrics
- Arterial System Improvements
- TSM/TDM & ITS
- No Build Improvements

Alternative 6B
- Zero Emissions
- Automated Guidance
- Freight Corridor
- I-710 Widening
- Modernize I-710 Geometrics
- Arterial System Improvements
- TSM/TDM & ITS
- No Build Improvements

Alternative 6A
- Freight Corridor
- I-710 Widening
- Modernize I-710 Geometrics
- Arterial System Improvements
- TSM/TDM & ITS
- No Build Improvements

Alternative 6C
- Tolling Feature
- Zero Emissions
- Automated Guidance
- Freight Corridor
- I-710 Widening
- Modernize I-710 Geometrics
- Arterial System Improvements
- TSM/TDM & ITS
- No Build Improvements
RDEIR / DEIS Project Alternatives

**Alternative 1**
No Build Improvements

**Alternative 6C Modified**
- Tolling Feature
- Zero Emissions
- Automated Guidance
- Freight Corridor
- I-710 Widening
  - Modernize I-710 Geometrics
- Arterial System Improvements
  - TSM/TDM, ITS and Transit
  - No Build Improvements

**Alternative 6D/CA**
- Tolling Feature
- Zero Emissions
- Automated Guidance
- Freight Corridor
- Partial Modernization I-710 Geometrics
- Arterial System Improvements
- TSM/TDM, ITS and Transit
- Focused Improvements

*Physical/operational improvements only – other elements of CA7 are also being studied.*
Where We Are Today

What Has Changed?
Context Sensitive Design Elements

- More current and detailed information on R/W constraints inform design
- Modernization of the freeway design has stakeholder agreement
- Cost and affordability will play a larger role in design
- Freight Corridor access remains constrained
R/W Constraints

Electrical Transmission Corridors

Los Angeles River Channel
Freeway Modernization

- Agreement among stakeholders regarding need
- Improves traffic safety
- Reduces traffic congestion
- Nature of deficiencies are better understood at each location
Cost and Affordability

• Will play a larger role in the assessment of alternatives in the RDEIR/DEIS.

• On a year-of-expenditure basis, the Project Alternatives in the DEIR/DEIS were estimated to cost between $4.4B and $8.6B. (only $590 M available in local funds)

• A Record-of-Decision can only be issued for a fundable project or a fundable phase of the project.

• Federal financial assistance will be needed and a Financial Management Plan is required.

• Metro is reassessing the amount of available funding.
Freight Corridor Access

• Freight Corridor utilization is based on both the number and location of access points as well as truck origin and destination patterns.

• Constraints affect both the number and location of the access points
  – Physical and R/W constraints
  – Operational constraints
  – Cost constraints

• Trade-offs remain between maximizing Freight Corridor utilization and addressing constraints
  – Higher utilization requires more access
  – More access has greater impacts
Freight Corridor Access
Recommended Approach

Revise the Range of New Preliminary Alternatives to:

- Better Respond to Purpose and Need
- Incorporate New Data, and
- Use the Most Current Information
Challenges

Amend the Range of New Preliminary Alternatives to:

• Include build elements of “Community Alternative 7”
• Project air quality and health benefit strategies
  – ZE Freight Corridor (lower expected benefits than in DEIR/EIS
  – Potential programmatic strategies (ZE/NZE incentive programs, exposure reduction programs, etc.)
• Assess location of Freight Corridor ingress/egress to encourage utilization as possible
• Eliminate the Freight Corridor tolling feature to encourage utilization? What other P3 opportunities exist?
• Incorporate freeway modernization design features in all alternatives to improve safety and operation
Amend the Range of New Preliminary Alternatives to:

- **Be More Affordable.** Reduce project costs (Construction & Right of Way) relative to project benefits (AQ, Safety, & Travel).

- **Be More Flexible.** New transportation infrastructure should accommodate:
  - Future changes in travel markets and patterns
  - Future changes in goods movement logistics
  - Project Phasing (ability to construct the project in phases as funding becomes available)