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PLANNING AND PROGRAMMING COMMITTEE
APRIL 14, 2004

SUBJECT: STATUS REPORT ON THE I-710 MAJOR CORRIDOR STUDY

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this status report on the progress of the I-710 Major Corridor Study between the Ports of Los Angeles/Long Beach and SR-60 Pomona Freeway.

ISSUE

On May 22, 2003, the Board approved a motion regarding the I-710 Major Corridor Study that called for Metro staff to express their preference for Alternative B, the TSM/TDM alternative, to the I-710 Technical Advisory Committee (TAC) and the I-710 Oversight Policy Committee (OPC) and work with the various entities to develop a hybrid alternative using elements from Alternatives C, D, and E. (Attachment A is a listing of the Alternatives)

Additionally, the Board directed Metro staff to form community advisory committees (CAC's) in key areas along the Corridor. Consistent with this directive, Metro staff worked with local jurisdictions to identify residents and local business owners for committee membership.

DISCUSSION

In March and April of 2003, five (5) alternative strategies for expanding and/or improving the I-710 freeway between the Ports and State Route 60 were unveiled to the public. The three "build" alternatives that required property acquisitions (C, D, and E) met with significant community opposition. To help improve the planning process and enhance public participation, the Board approved a motion in May 2003 that directed the project study team to: 1) develop a hybrid alternative that would not require property acquisition, and 2) form CACs' to participate directly in the identification of issues and areas of opportunity for the I-710 freeway.

Similarly, in May 2003, the I-710 Oversight Policy Committee adopted 5 Guiding Principles to help steer the study team in the development of a hybrid alternative. These Guiding Principles are:

- (1) Minimize right of way acquisitions
- (2) Minimize exposure to air toxins
- (3) Improve safety in the corridor
- (4) Relieve congestion, and
- (5) Improve public participation.

Oversight Policy Committee (OPC)

The OPC is comprised of representatives from 14 cities and portions of unincorporated Los Angeles along the I-710 freeway from the Ports of Long Beach and Los Angeles to State Route 60, as well as representatives from the County of Los Angeles, Metro, the Ports of Los Angeles and Long Beach, SCAG, and Caltrans. The OPC was created in early 2001 to help guide the I-710 Study.

Community Advisory Committee (CAC) Process

The I-710 Major Corridor Study CAC process is a two-tiered structure that is guided by professional facilitators. These facilitators, hired by Metro, are outreach professionals with extensive urban planning and transportation expertise. The Tier I CAC's consists of community-level members that are appointed by the affected local jurisdictions and are intended to provide a venue for community members to identify problems of the I-710, as well as opportunities and solutions. (Attachment B is a list of communities with Tier I committees) The committees have identified the key issues as health, environment and quality of life, safety, mobility, and economic development.

Tier II is a corridor-wide committee that includes the chairpersons of all the Tier I CACs, as well as OPC appointees from the environmental, academic, labor and business communities. (Attachment C provides a list of these members) The purpose of the Tier II CAC is to identify issues, challenges and opportunities that are common along the corridor, and to develop consensus on what should be included in the development of a hybrid alternative strategy.

Long Beach Community Outreach

The City of Long Beach, which incorporates 8 miles of the 18 mile freeway corridor, decided to undertake their own community outreach process overseen by a 3-person I-710 Oversight Committee of the City Council. The city has been working with their engineering consultant to develop a Locally Preferred Strategy. The current design was unveiled on March 18, 2004, and calls for 5 general purpose lanes in each direction and a dedicated 4 lane truck way.

Hybrid Design Development Process

To help the individual corridor communities with freeway engineering design issues, the Gateway Cities Council of Governments (GCCOG) retained an experienced engineer who is familiar with federal and state highway operating requirements and design standards. The task of the Gateway Engineer is to work closely with city public works staff and the CACs' to provide input on a hybrid alternative. The work of the engineer reflects the input from the local communities and the guiding principles adopted by the I-710 Oversight Policy Committee.

To date, the Gateway Cities Engineer, based on the previous engineering work and the recent citizens input, and suggestions by the study team is considering a strategy that will substantially reduce property takes, improve safety by separating truck traffic from automobiles, and reduce emissions by improving the operating truck speeds. To accomplish this, the design approach requires that existing utility transmission right-of-way be utilized. In discussions with Southern California Edison, they have expressed a willingness to discuss negotiating 80 feet of their right-of-way. Access to this right-of-way will incur substantial costs, not only for property acquisition, but also for the relocation of transmission towers. However, the potential availability of utility right-of-way allows for the movement of the freeway centerline eastward towards the Los Angeles River, thereby minimizing the need for acquiring residential property.

The separation of automobiles from trucks is accomplished by proposing a 4-lane truck way from the Ports of Los Angeles/Long Beach to the Hobart Train Yards in the City of Vernon, a distance of approximately 16 miles. This design feature will greatly improve safety by addressing a critical citizen concern, separating cars from trucks.

Another important element of the hybrid design will be the need to request design exceptions at selected freeway sections from established federal and State freeway design standards. These design exceptions represent the realities of expanding a freeway in a densely populated urban transportation corridor. If these design exceptions are granted, the hybrid design will be able to minimize property takes, separate cars from trucks, and help reduce truck emissions by improving overall truck speeds.

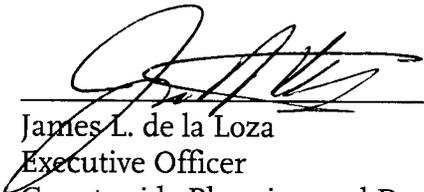
NEXT STEPS

The engineering hybrid conceptual design is expected to be completed by mid-April 2004. The entire I-710 corridor design strategy, incorporating the Locally Preferred Strategy for the City of Long Beach, will be presented to the Tier II CAC and the Technical Advisory Committee by the end of April. The complete I-710 Locally Preferred Strategy will be presented to the I-710 Oversight Policy Committee for their consideration in May 2004. The final study results will be presented to the Board in June 2004.

ATTACHMENTS

- A. Listing of Design Alternatives
- B. I-710 Tier I Community Advisory Committees
- C. I-710 Tier II Advisory Committee Membership

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LISTING OF DESIGN ALTERNATIVES

ALTERNATIVE A - NO BUILD

The No Build Alternative consists of those transportation projects that are already planned and committed for 2025, the planning horizon year for the I-710 Major Corridor Study. Consequently, the No Build Alternative represents future travel conditions in the I-710 Study Area and it is the baseline against which candidate transportation alternatives proposed for the I-710 Study will be assessed.

ALTERNATIVE B - TSM/TDM

The Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative largely consists of operational investments, policies and actions aimed at improving goods movement, passenger auto and transit travel, and reducing the environmental impacts of transportation facilities and operations in the Study Area.

ALTERNATIVE C - MEDIUM GENERAL PURPOSE/MEDIUM TRUCK ALTERNATIVE

Mid-range capital investment to the I-710 focused on improving safety and eliminating operational bottlenecks from all vehicles types as well as spot improvements to manage the flow of heavy-duty trucks within the corridor. Alternative C also emphasizes capacity improvements to the most deficient arterials serving as feeders or alternative routes to the I-710.

ALTERNATIVE D - HIGH GENERAL PURPOSE/HIGH HOV ALTERNATIVE

High level of capacity investment focused on improving safety and increasing roadway capacity to address the high traffic volumes along the full length of the I-710 Corridor for all vehicles types, as well as improving the travel time and attractiveness of carpools to increase the person-carrying capacity of the regional transportation system.

ALTERNATIVE E - HIGH TRUCK ALTERNATIVE

High level of capital investment focused on: improving safety, increasing capacity for growing heavy duty truck demand, improving reliability of travel times, and reducing points of conflict between autos and trucks to the greatest extent possible.

I-710 Tier I Community Advisory Committees

BELL GARDENS
CARSON
COMMERCE
COMPTON
EAST LOS ANGELES
LYNWOOD
SOUTH GATE

I-710 Tier II Advisory Committee MembershipACADEMIA

Ed Avol, MD USC School of Medicine
 Joe Magaddino, PhD Chair, CSULB, Dept of Economics

BUSINESS

Steve Goodling Long Beach Convention & Visitors Bureau
 Patty Senecal California Trucking Association
 Charlie Woo Megtoys

ENVIRONMENT

Malcolm Carson Attorney, Legal Aid Foundation
 Belinda Faustinos Los Angeles and San Gabriel Rivers and Mountains
 Conservancy
 Fernando Guerra Low Income and Immigrant Housing Advocate
 Elisa Nicholas, MD Long Beach Alliance for Children with Asthma
 Noel Park San Pedro and Peninsula Homeowners Coalition
 Angelo Logan Coalition for Environmental Health and Justice

LABOR

Louis Diaz Teamsters
 Domenick Miretti International Longshore Workers Union
 Richard Slawson Building Trades Council

INSTITUTIONS/ ADDITIONAL STAKEHOLDERS

Hamid Bahadori Automobile Club
 Harold Williams South Bay Council of Governments

COMMUNITIES

Randy Kendrick Bell
 Clifford Dunbar Bell Gardens
 Bob Eula Commerce
 Roberto Chavez Compton
 Larry Galvan Cudahy
 Harold Tseklenis Downey
 Servando Ornelas East Los Angeles
 Victor Caballero Huntington Park
 Patricia Herrera Long Beach
 Alan Hose Long Beach
 Harold Omel Long Beach
 Linda Vitale Long Beach
 Rod White Lynwood
 Luis Romero Maywood
 Gerald Burgess Paramount
 Glenna Amos South Gate
 Harold Arsenian Vernon

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