

*Mobility. Environment. Community. Economy. Technology*



I-710 Corridor Project EIR/EIS

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# PROJECT UPDATE

presented to the

**Long Beach I-710 Oversight Committee**

**August 21, 2015**



# Overview of Presentation

- Where We Are in the Process
- Proposed Alternatives for the RDEIR/SDEIS:
  - Alternative 5C
  - Alternative 7
- What Happens Next: Look-Ahead Schedule

# Project Timeline Since 2012 DEIR/EIS

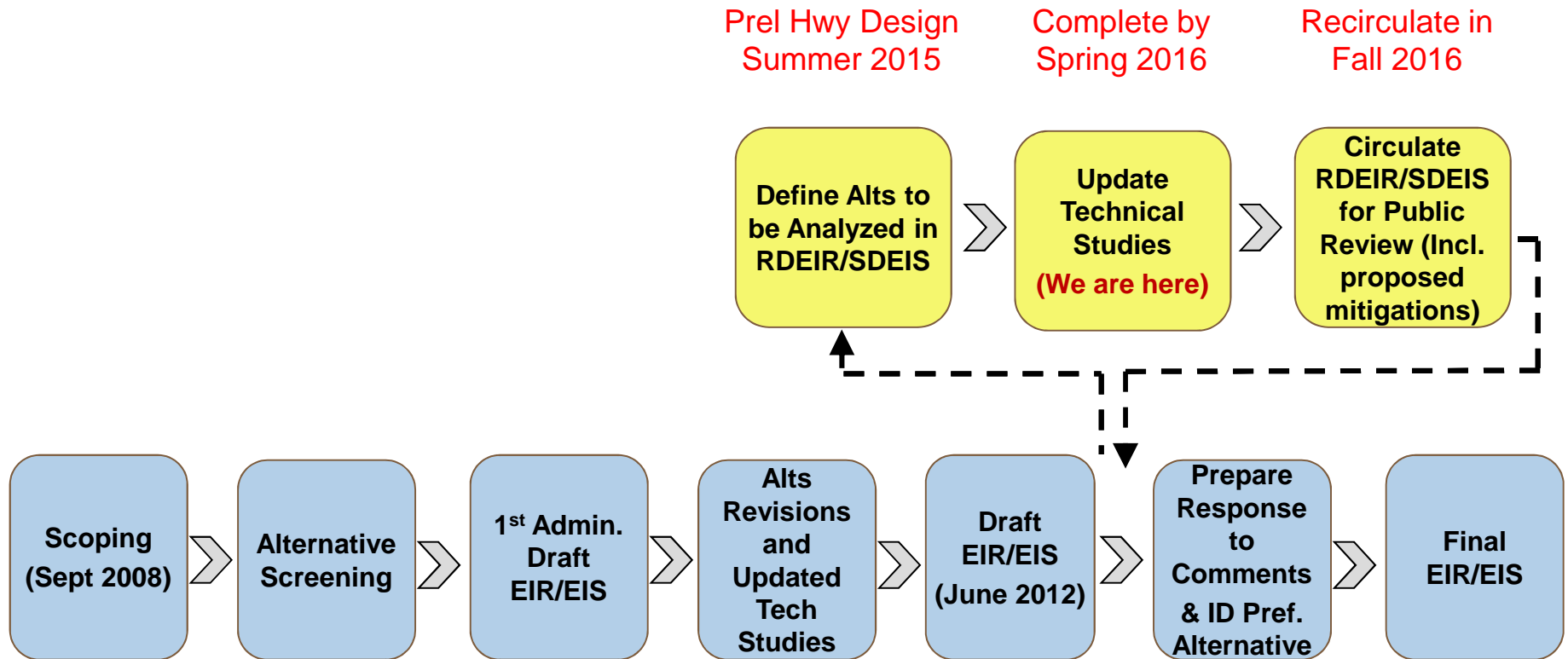
- Fall 2012 – Review Public Comments on DEIR/EIS
- Winter 2013 – Re-circulation Decision
- Fall 2013 – Major Traffic Forecast Update
- Summer 2014 – Revise Basic Alternatives Definition\*
- Winter 2014/15 – CA-7 Workshops & Livability Initiative
- Summer 2015 – Preliminary Hwy Design & Design Options\*\*
- Fall 2015 – Prepare Draft Technical Studies for RDEIR/SDEIS

\* Last Long Beach I-710 Oversight Committee Briefing May 6, 2014

\*\* Extensive Coordination with Long Beach Staff

# Key Milestones - Current Process

## I-710 Corridor Recirculated Draft EIR / Supplemental Draft EIS



# Alternative 5C

Est. Cost – \$3 to \$4 Billion

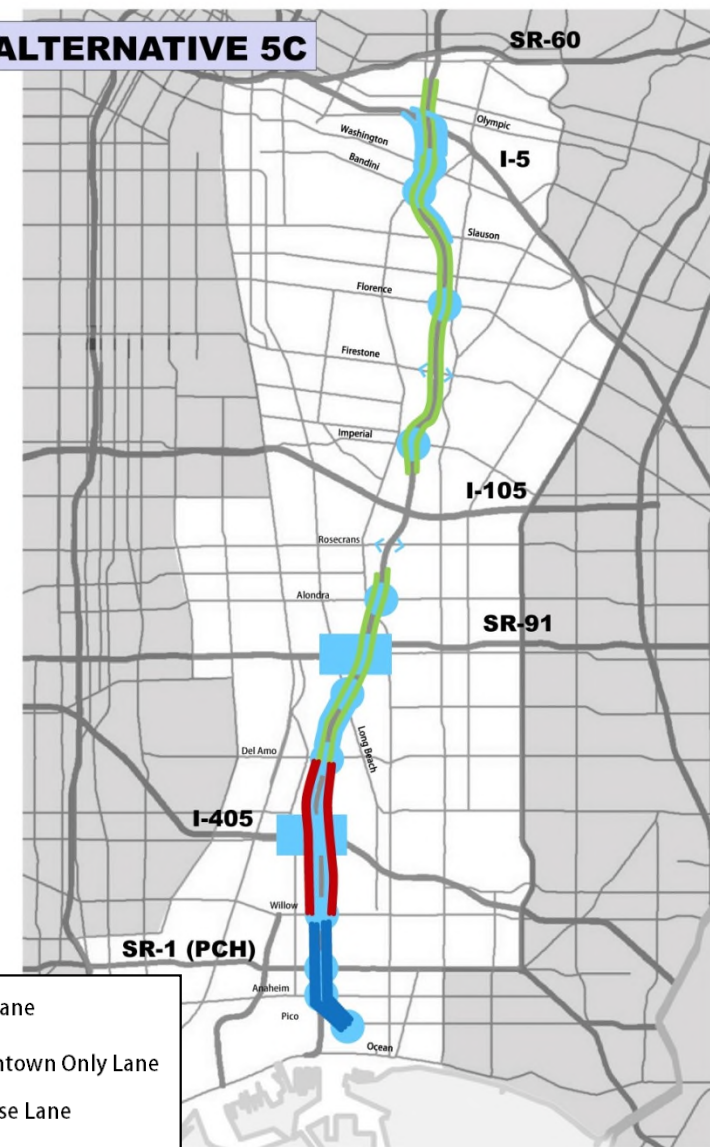
## I-710 Design Features to Reduce Auto/Truck Conflicts

- Collector-Distributor Lanes
- Connector-Ramp Braiding
- Truck Bypass Lanes
- Buffered Lanes

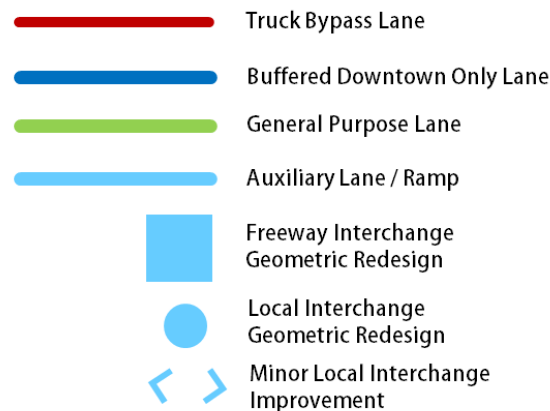
## I-710 Freeway General Purpose Lanes

- Limits: Ocean Blvd. to SR-60
- Use: Autos and Trucks (4 – 5 lanes per direction)
- Section: Existing Through Lanes + Additional Through Lanes for capacity deficient segments
- Access: Multiple

### ALTERNATIVE 5C



April 16, 2014



# Alternative 7

Est. Cost – \$8 Billion

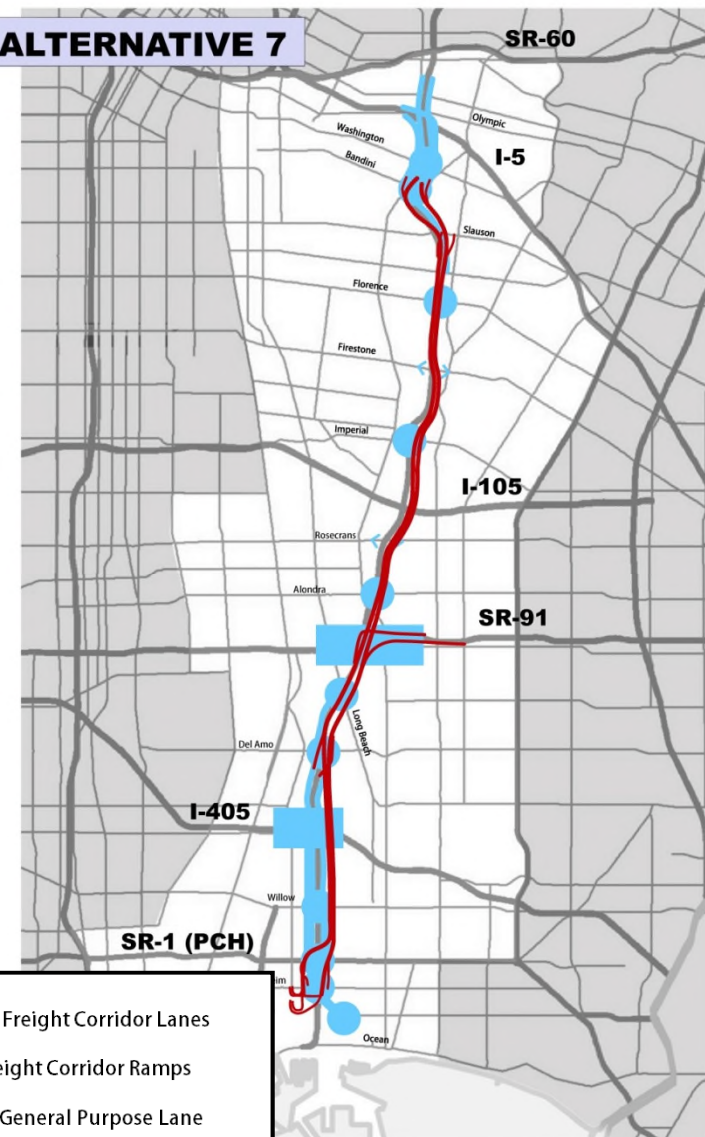
## I-710 Freight Corridor

- Limits: Pico Ave. to Washington Blvd.
- Use: ZE/NZE Trucks Only
- Section: 4 Lanes (2 per direction)
- Access: 4 System Connections / 4 Local Connections
- Tolls: None

## I-710 Freeway General Purpose Lanes

- Limits: Ocean Blvd. to SR-60
- Use: Autos and Trucks
- Section: Existing Through Lanes (3 - 5 lanes per Dir.)
- Access: Multiple

## ALTERNATIVE 7



April 16, 2014

# I-710 Build Alternatives

## **Both Alternative 5C and Alternative 7 include:**

- Maximum Goods Movement by Rail
- TSM/TDM/ITS Improvements
- Transit Improvements
- Arterial Improvements
- Active Transportation Improvements
- Consideration of a Public-Private Partnership (PPP) for Financing, Delivery, and Operation
- I-710 ZE/NZE Truck deployment enhancement programs
- I-710 Community Health & Benefit Program

# Look-Ahead Schedule

- Complete Technical Studies Spring 2016
- Prepare RDEIR/SDEIS Summer 2016
- Recirculate DEIR/SDEIS Fall 2016
- Identify Preferred Alternative Mid 2017
- Complete Final EIR/EIS Early 2018

# CA-7 and Livability Initiative

