



## SR-710 North Study

### State Route 710 North Study

As Caltrans and Metro prepare to release the draft environmental document for the 710 North Study in February 2015, the public is encouraged to become engaged and learn the facts for themselves. Below are some key facts to address misconceptions surrounding the Study.

#### Study Process

**CLAIM:** The 710 North Study is skewed to support a freeway tunnel alternative.

**FACT:** Nothing has been decided. By law, Caltrans and Metro are equally evaluating the alternatives being considered in the Study:

- Bus Rapid Transit
- Freeway Tunnel
- Light Rail Transit
- No-Build
- Transportation System Management/Transportation Demand Management

#### Health Risk Assessment

**CLAIM:** The 710 North Study does not evaluate health risks.

**FACT:** As a part of the 710 North Study, a Health Risk Assessment is being prepared to address the effect of current and future exposures to mobile chemicals, such as gasoline and diesel exhaust emissions, to a broad population, such as a city or community.

#### Cost-Benefit Analysis

**CLAIM:** A cost-benefit analysis for the 710 North Study will not be released.

**FACT:** A cost-benefit analysis will be made available in February 2015 along with the draft environmental document. The cost-benefit analysis is one of many tools used to evaluate alternatives.

#### Increased Truck Traffic

**CLAIM:** The freeway tunnel will invite more trucks to travel through the area for goods transport from the ports.

**FACT:** The vast majority of the trucks that already travel within the Study area are local trucks that are delivering merchandise to local businesses. Cargo trucks traveling to and from the ports typically begin/end in the area south of State Route 60 or distribution centers in the Inland Empire. The tunnel alternative looks at the variation of allowing or prohibiting truck travel. Nothing has been decided.

## Freeway Tunnel Safety

**CLAIM:** A freeway tunnel is unsafe.

**FACT:** Safety is the top priority for Caltrans and Metro. The safety elements for the freeway tunnel alternative will comply with applicable regulatory requirements. Some of the design, safety and operational features, include but are not limited to, the following:

- Prohibition of vehicles with flammable/hazardous cargo
- Fire detection systems
- Water suppression system
- Protected pedestrian walkways
- Air scrubbers at each end of the tunnel (portal)
- Operations and Maintenance Building at each portal
- 24-hour surveillance
- Variable message signs
- Emergency telephones
- Co-located first responders at Operations and Maintenance Building

## Hauling of Excavated Material During Freeway Tunnel Construction

**CLAIM:** Trucks will use local streets to haul excavated material from freeway tunnel excavation sites.

**FACT:** Any increased truck activity related to the tunnel constructed will be addressed in the draft environmental document. Based on preliminary evaluation, the material from tunnel excavation will be disposed predominantly using freeways. Rail is also being considered for disposal of material.

## Freeway Tunnel Tolling Costs

**CLAIM:** The freeway tunnel toll will cost travelers \$20 per trip.

**FACT:** A toll option has not been adopted, so it would be premature to determine a toll. No such decisions can be made until after the completion of the final environmental document, a preferred alternative has been identified, and a record of decision has been approved.