

## ***APPENDIX E***

***Community Report***, Moore Iacofano,  
Goltsman, Inc., January 2005

***Long Beach City Council I-710  
Oversight Policy Committee,  
Summary of Outreach***, City of Long  
Beach, September 2004

# **Community Report,**

Moore Iacofano, Goltsman, Inc., January 2005



I-710 Major Corridor Study  
**Community Report**

January 2005



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For

**METRO**

## **I-710 MAJOR CORRIDOR STUDY**

### **INTRODUCTION**

The I-710 Corridor provides an international connection between the second most populous region in the United States, the Los Angeles basin, and the goods exporting/importing countries of the world. Through its connections to the Ports of Los Angeles and Long Beach and other freeways and highways, the I-710 corridor serves as a link to areas far beyond the Los Angeles basin, as well as the ever-expanding adjacent communities and economies of Riverside, San Bernardino and Orange Counties. Population growth, in general, and increase in trade have greatly over-burdened the I-710 Freeway. Significant problems now stem from the aging I-710 Freeway including air and noise pollution, traffic safety and congestion. These impacts--and more--have spilled over into the adjacent neighborhoods and communities all along the corridor, raising concerns for both the physical health of community members and the economic vitality of the corridor.

In November of 2003, as part of the I-710 Major Corridor Study, the Los Angeles County Metropolitan Transportation Authority (MTA) and the Gateway Cities Council of Governments (GCCOG) initiated a public involvement campaign to solicit input from the corridor communities in an effort to develop freeway improvement alternatives that reflect the concerns of the local residents. The Community Report represents the time, effort and commitment of residents, business owners, and community leaders involved in the eight-month process. The report outlines corridor issues and key findings and documents the comments, ideas, and concerns generated by community members throughout the I-710 Major Corridor Study community involvement process.

#### **Governance Overview**

In 2000, the Los Angeles County Metropolitan Transportation Authority (MTA) partnered with the Gateway Cities Council of Governments (GCCOG), Caltrans, and the Southern California Association of Governments (SCAG) and launched the I-710 Major Corridor Study to analyze mobility problems, identify and assess opportunities to improve public safety, relieve congestion, and improve mobility for all users of the corridor. The study also sought to identify measures to improve air quality and economic vitality.

Through a Memorandum of Understanding, the funding partners established the Oversight Policy Committee (OPC) and the Technical Advisory Committee (TAC) in early 2001. The OPC provides policy direction, and the TAC makes recommendations on the findings of the Major Corridor Study. 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, MTA, the Ports of Los Angeles and Long Beach, SCAG, and Caltrans.

The TAC was established to advise the OPC on the hybrid design development. In addition to representatives from the fourteen corridor cities, the County of Los Angeles, the ports of Los Angeles and Long Beach and funding partners, the TAC also included representatives

from the California Highway Patrol, (CHP), Federal Transportation Administration (FTA), Federal Highway Administration (FHWA) and Air Quality Management District (AQMD).

### **Study Area**

The I-710 Major Corridor Study area extends approximately 18 miles in length bounded by State Route 60 on the north, the Ports of Long Beach and Los Angeles on the south, Lakewood Boulevard to the east, and Wilmington Avenue/Alameda Street on the west. Other modal connections, such as rail freight, are included, as are arterials and connectors. The cities and jurisdictions along the I-710 Corridor included in the Study consist of:

- Bell
- Bell Gardens
- Commerce
- Carson
- Compton
- Cudahy
- Downey
- Huntington Park
- Long Beach
- Lynwood
- Maywood
- Paramount
- South Gate
- Portions of Unincorporated Los Angeles County including East Los Angeles
- Vernon

### **Study Overview**

As part of the I-710 Major Corridor Study, a set of twelve alternatives was developed by the engineering consultants to improve traffic flow on the I-710. In 2002, the OPC adopted these alternatives for further analysis. Seven of the twelve were eventually eliminated from further consideration. 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 MTA 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.

Subsequently, the OPC adopted a set of guidelines to guide in the development of a hybrid alternative for the I-710 corridor.

#### **Guiding Principles**

- Minimize right-of-way acquisitions with the objective being to preserve existing houses, businesses and open space.
- Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels, as well as in project planning and design.
- Improve safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
- Relieve congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that

- includes adding needed capacity as well as deploying Transportation Systems Management (TSM) and Transportation Demand Management (TDM) technologies to make full use of freeway, roadway, rail and transit systems.
- Improve public participation in the development of and consideration of alternatives and provide technical assistance to facilitate effective public participation.

To help the individual corridor communities with freeway engineering design issues, the Gateway Cities Council of Governments (GCCOG) retained an engineer to work individually with city public works staff and the Tier 1 CACs to provide input on a hybrid alternative. The work of the engineer reflects the input from the local communities consistent with the guiding principles adopted by the I-710 Oversight Policy Committee.

Based on the previous engineering work by Parsons Brinkerhoff and additional community input from the Tier 1 and Tier 2 CACs, the COG Engineer developed a strategy that will substantially reduce property acquisition, improve safety by separating truck traffic from automobiles, and reduce emissions by improving operating truck speeds. The separation of automobiles from trucks is accomplished by a proposed 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.

The locally preferred hybrid alternative will be included in the I-710 Major Corridor Study (MCS).

## **Community Participation**

In May 2003, after members of the communities along the corridor expressed serious concerns with property acquisition required by the “build” alternatives, as well as other impacts on health and community, the MTA Board directed staff to develop a more inclusive public participation process, with a special emphasis on local residents and businesses. The principle notion driving this new community-based approach is that communities experiencing the I-710-related problems on a day-to-day, first-hand basis are best suited to generate ideas and recommendations for solutions. Similarly, a July 2003 OPC motion called for the establishment of a tiered community participation structure that would include not only local residents and businesses, but also regional resource expertise in the areas of health and air quality, economic development, and environmental justice. This tiered committee structure was designed to ensure community level participation as well as to encourage input from regional perspectives.

## **Community Advisory Committee (CAC) Structure**

The community engagement process enabled the communities to participate on two levels, the Tier 1 Community Advisory Committee (CAC) structure and the Tier 2 Corridor level Advisory Committee (CAC).

## **TIER 1 CAC**

The Tier 1 CAC structure provided forums for locally-affected communities to voice concerns regarding issues affecting the I-710 and suggest opportunities for improvement to the freeway. Each Tier 1 CAC represents the cross-section of people who live and work in their community. The communities that established a CAC include: Bell Gardens, Carson, Commerce, Compton, unincorporated East Los Angeles, Lynwood and South Gate. Throughout the communities, the CAC members reflected the diversity of racial, ethnic, cultural, and economic interests. Participating members were recognized leaders and activists within their own communities and were appointed by their City Council (for cities), or the elected body for their jurisdiction. Each Tier 1 CAC selected its own Chair Person who represented the committee on the Tier 2 CAC. Corridor communities that did not have a Tier 1 CAC participated in the process by selecting a citizen from their respective city to represent them on the Tier 2 CAC. The City of Long Beach established a 3-member I-710 Council Oversight Committee to work with local community members to develop recommendations related to the 8-mile stretch of the freeway that lies within the City of Long Beach. This Committee hosted a series of community meetings to gather broader community input and appointed representatives from affected Long Beach neighborhoods to the corridor-level Tier 2 CAC.

Through regularly scheduled, professionally facilitated meetings, Community Advisory Committees and the Long Beach I-710 Oversight Committee engaged in meaningful dialogue about their needs and concerns, and identified their own community-based ideas and recommendations concerning problems associated with the I-710 Freeway. Their issues and ideas are documented in this report.

The Tier 1 CACs served as an important link to their broader community by distributing information about the I-710 Major Corridor Study and soliciting input. The goal of each CAC was to reach consensus about their community's preferred alternative. The suggestions that the CACs have provided will help policy makers and transportation agencies make better decisions about the future of the I-710.

## **TIER 2 CAC**

Tier 2 CAC 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. The purpose of the Tier 2 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.

The Tier 2 CAC met regularly to participate in facilitated meetings. Although it was understood that they represent their own communities' interests, the mission of the Tier 2 Committee was to evaluate information carefully and make recommendations that reflected a broad corridor-wide problem-solving approach.

As questions were raised, Tier 2 Committee members requested specific information about issues, such as air quality, traffic safety measures, and jobs and economic development. To support their review and analysis, facts and background research were provided from a

number of reliable and credible sources, including subject experts, reports and previous studies, and community members.

## **COMMUNITY ISSUES AND FINDINGS**

The community-based recommendations presented in this report emerged through an iterative (“layered”) process that began with members of the Tier 1 Community Advisory Committees identifying issues related to the I-710 Freeway from the individual perspectives of their respective communities. Issue identification then continued from an expanded perspective when Tier 2 Committee members met as representatives of their communities and other stakeholder groups, working together to examine more deeply corridor- wide issues and their implications. Through a series of facilitated meetings, Tier 2 Committee members were able to draw on and share their in-depth knowledge of their own community’s issues, enabling them to collectively expand their perspectives to identify and clarify I-710 issues. Through discussion, a shared understanding of all the impacts of the I-710 Freeway evolved among Tier 2 Committee members, enabling the Committee to determine potential strategies to address critical I-710 Freeway issues from a broader, more integrative perspective.

Over a nine-month period, the Tier 2 CAC generated a series of recommendations for policies and strategies to address the I-710 issues. These are documented in the Tier 2 Major Opportunity/Strategy Recommendations and Conditions Report (August 2004). The TAC reviewed the Tier 2 Report and considered the implications to the local preferred strategy. The Oversight Policy Committee then reviewed the findings and recommendations outlined in the Tier 2 Report and used the information to make recommendations for potential action. The Tier 2 CAC Major Opportunity/Strategy Recommendations and Conditions Report has been incorporated into the I-710 Major Corridor Study (MCS), and in January 2005 the I-710 MCS was presented to the MTA Board which adopted the MCS, and received the Tier 2 report to be accepted and utilized as pre-scoping guidance for the EIR/EIS.

**I-710 MAJOR CORRIDOR STUDY**  
COMMUNITY ADVISORY COMMITTEE  
BELL COMMUNITY MEETING  
APRIL 20, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

On Tuesday, April 20, 2004, the City of Bell held a community meeting to inform the public about the I-710 Major Corridor Study that is underway, to respond to questions, and to solicit ideas and suggestions. Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman, Inc. (MIG) facilitated the meeting, and Katherine Padilla graphically recorded participants' comments and questions. After explaining the purpose of the meeting, Ms. Garcia described the process and objectives for the Study, along with the Guiding Principles developed by the Oversight Policy Committee. She also described the types of concerns that had been expressed at the Tier 2 Committee meetings and how these issues had been framed in the following categories for Tier 2 discussion:

- Health and Air Quality
- Jobs and Economic Development
- Community Enhancements
- Traffic and Mobility
- Process – Decision-making
- Design Concepts
- Noise

Ms. Garcia then encouraged community members to express their I-710 related issues and concerns. She also guided participants through a discussion of their ideas and recommendations for resolving I-710 issues within their community.

Dick Powers, Executive Director of the Gateway Cities Council of Government, attended the meeting. Also present was Jerry Wood, Engineering Consultant for the Gateway Cities Council of Government, who presented preliminary plans for a proposed design that could potentially help address congestion and safety problems on the I-710 Freeway. Meeting participants were asked to review the preliminary plans and provide their observations and reactions.

The following is a summary of Bell community members' comments and questions.

**ISSUES/CONCERNS DISCUSSION**

**Trucks on the Freeway & Neighborhoods**

- The (increased) volume of Trucks on freeway is an issue.
  - Why is the Alameda Corridor not used (enough to lessen truck traffic)?
  - Increase in population = more drivers
- Cut-thru traffic by truckers is a problem.
  - Contributes to diesel emissions in adjacent neighborhoods.
  - Current conditions don't meet our standards.

- More trucks = more fueling stations needed.
- Will there be diversion techniques when accidents occur? Will alternative routes be quickly identified to divert freeway traffic?
- Accidents will be minimized by separating trucks & cars.

### **Air Pollution**

- The poor air quality/pollution is a significant concern.
- If we work together, what can we get for our community?
- There is important pending legislation to address pollution. We need to support it!

### **Improvements**

- The Florence exit needs to be improved--Fix the cloverleaf
- Widen the Bridge that is over the I-710 Freeway
  - Stalled cars on the Bridge present safety hazards.
- It is important to improve conditions for pedestrians; fix the sidewalks in Bell.
- The Florence exit needs to be improved--Fix the cloverleaf
- Improve signalization.
- Beautification –and graffiti removal--is needed from the 91 Freeway to the 60 Freeway
  - Landscaping is needed and funds for on-going maintenance.
  - Soundwalls are needed to buffer noise pollution.
- Seek opportunities/explore opportunities for under-grounding of utilities
- The condition of the freeway is terrible; there's a need to fix pot holes; etc.

### **Potential Construction Impacts**

- Identify impacts to Business for compensation
- City should be compensated for loss in revenue due to business distribution during construction of improvements.

### **Other Concerns**

- When will the study of the (I-710 Freeway) be completed?
- Could MTA overrule our recommendations?
- Bell lacks representation – community wasn't notified about this meeting/about the I-710 study
  - Elected representatives and City of Bell appointee to the Tier 2 Committee need to be more involved.
  - There is a need to improve City communication with the community.
  - More tools/technology should be used

## **IDEAS & RECOMMENDATIONS**

Bell community participants then generated their list of ideas and recommendations to resolve I-710 Freeway issues:

- Redo bike trails along the river.
- At Florence and Atlantic, determine (and implement) improvements that are needed
- Use the Caltrans marquee to alert drivers when accidents occur.

- Assess surcharge fees (on the logistics industry) to pay for improvements.
- Ensure construction mitigation –to ease impacts in Bell.
- Conduct study to determine the increased health/air impacts (children) that Ports growth will cause. The Ports should pay for the study.
- Move people/trucks more quickly out of the Corridor
- Get containers on rail more quickly
- Address pollution before ports allowed to expand
- Improve old trucks, ensure all trucks are well-maintained. Increase inspection points to monitor and enforce compliance.
- Add carpool/bus lanes.
- Maintain the freeway. Resurface it to get rid of potholes.
- Ports should employ locals and provide transportation
- Ports should go to 24/7 operations.
- Explore using other ports.
- Cap port growth and rail yards expansion.
- Implement preventative measures to reduce graffiti
- Provide landscaping and maintain it!
- Clean-up the freeway more frequently to get rid of trash and graffiti.

## **CONCLUSION**

It was announced that the next Tier 2 Meeting will be held on Thursday, April 22, 2004 at 801 Carson Avenue in the City of Carson at 6:30 pm. All were invited and encouraged to attend.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**CITY OF BELL GARDENS**  
City Hall

MEETING #1  
JANUARY 13, 2004

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MEETING SUMMARY

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**INTRODUCTION**

On Tuesday, January 13, 2004, the first meeting of the Community Advisory Committee was held in Bell Gardens. The purpose of the meeting was to introduce the I-710 Major Corridor Study Community Advisory process and develop a list of options and solutions that address issues affecting the I-710 corridor. Community Advisory Members who attended were: Julia Asimus, Clifford Dunbar, and Ronald Hoyt. Mr. Asimus also attended. John Oropeza, Public Works Director, City of Bell Gardens, was present, as well.

Kathy Padilla of Padilla & Associates opened the meeting with self-introductions. Ms. Padilla welcomed the group and reviewed the agenda. Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman Inc. (MIG) provided an overview of the Community Advisory process and project schedule in order to clarify and reinforce the important work that the CAC must accomplish. Ms. Padilla began the discussion with the first agenda item.

**Guiding Principles Discussion**

Ms. Padilla presented the Guiding Principles adopted by the Oversight Policy Committee. CAC members were asked to review the five Principles, and suggest any modifications that they felt were needed to reflect the values and needs of the Bell Gardens community. The members all agreed with the intent and content of the Guiding Principles.

**Options**

Some of the CAC members have been involved in the previous I-710 efforts and are optimistic about the new public participation effort. They were eager to discuss potential solutions. After discussion, the options/possible solutions that CAC decided to consider further were the following:

- Encourage trucks to use I-710 during off-peak hours. Provide disincentives consisting of higher fees to trucking companies who transport during peak hours.

- Double-deck the I-710 Freeway to provide truck-dedicated lanes that would by-pass Bell Gardens.
- Build within the Los Angeles River an elevated four-lane truck-dedicated express roadway with minimal off-ramps to accommodate access to distribution facilities, only where needed. No off-ramp should be provided to Bell Gardens.
- Encourage the use of alternative fuels for trucks using any dedicated-truck roadway. Levy higher fees/tolls on trucks that use diesel fuel. Use technology to monitor compliance.
- Relocate transmission lines between the River and I-710 and use transmission right-of-way for a truck-dedicated express roadway.
- Develop a light rail along I-710 Freeway to encourage the use of mass transit in order to alleviate I-710 traffic.
- Create an underground cable system along Alameda that would transport trailers bearing goods to lessen the reliance on trucks.

### **Tier II Representation**

Committee members selected Mr. Clifford Dunbar as Chair of the Community Advisory Committee. His responsibility will be to represent the City of Bell Gardens at the Tier II Meeting, which will be attended by representatives of all I-710 Corridor cities, along with other key stakeholder groups. The Tier II Meeting is expected to be held in early February. This meeting is particularly important because all the Options developed by each City will be presented, discussed, and evaluated for overall I-710 Corridor impacts and effectiveness.

### **Next Steps**

The group scheduled their next Community Advisory Committee Meeting for Tuesday, January 20, 2004, at 6 pm at the Bell Gardens City Hall. CAC Members established that at the January 20 Meeting, they would

- Review background on previous proposed options/alternatives, as well as maps depicting their proposed locations (to be provided by MIG to Mr. John Oropeza for distribution to CAC members)
- Discuss ways to build involvement from Bell Gardens community.
- Review the Meeting Summary, particularly the Options to determine if refinement is needed or if others should be added to the list. (To be provided by MIG to Mr. Oropeza)
- Invite the public to the **Community Advisory Community Meeting on February 10, 2004**, at Ross Hall, at 7:00 PM with MIG/K. Padilla & Associates in attendance to facilitate and graphically record comments. The purpose of this meeting is to invite participation for the broader Bell Gardens community. The proposed Options would be reviewed with community members at that meeting.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**BELL GARDENS**  
Ross Hall

MEETING #2  
FEBRUARY 10, 2004

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MEETING SUMMARY

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**INTRODUCTION**

A meeting of the Bell Gardens Community Advisory Committee (CAC) was held on Tuesday, February 10, 2004 at Ross Auditorium in the city of Bell Gardens. The meeting was planned by the Tier I Commerce Community Advisory Committee to seek community input, particularly about preliminary options for resolving I-710 Freeway-related issues. It was explained that the CAC developed the options as a first step in seeking community-based solutions during their first meeting on January 13. After review of the options, the community provided input during an open discussion.

**MEETING DISCUSSION**

Mr. Clifford Dunbar, Chair of the Bell Gardens CAC, presided over the meeting. He opened the meeting by welcoming all participants, introduced other CAC members who were in attendance, as well as the Mayor of Bell Gardens, and John Oropeza, Public Works Director. Katherine Padilla, of Katherine Padilla & Associates, facilitated the meeting, and Paul Tuttle, of Moore Iacofano & Goltsman, Inc., graphically recorded the comments and questions from the audience. The history, purpose of the project, and the Oversight Policy Committee Guiding Principles were described. The meeting discussion then focused on the preliminary options.

**OPTION DISCUSSION**

The CAC members presented the options that were generated during the CAC meeting #1 and asked the community to consider the advantages and disadvantages of each options and the impact to the quality of life in their community. Community members present have advocated that the CAC recommend the following options.

1. Trucks should use the I-710 during off-peak hours. Charge premium fees for trucking companies who transport during peak hours.

2. As a short-term remedy, levy higher fees/tolls on trucks that use diesel fuel. Use technology to monitor compliance. In the long term, encourage the use of alternative fuels for trucks that use any truck-dedicated roadway.
3. Build within the Los Angeles River an elevated, cantilevered four-lane truck-dedicated express roadway with minimal off-ramps to accommodate access to distribution facilities, only where needed. No off-ramp should be provided to Bell Gardens.
4. Relocate transmission lines onto the river bank along the freeway to free up the land for a truck-dedicated express roadway.
5. Build a truck-dedicated roadway over the river channel that runs along the I-710 freeway.
6. Build a truck-dedicated tunnel beneath the existing I-710 freeway.
7. Community members suggested that additional rail distribution facilities to support out-of-state hauls be provided. This would help alleviate congestion at Commerce and Vernon where many rail distribution facilities are located.
8. Provide multi-modal transportation of goods as a means to decrease dependence on trucking only. This was also a new option suggested by participants.
9. Double-deck the I-710 Freeway to provide truck-dedicated lanes that would by-pass Bell Gardens. *It was decided that this option should be considered only as a last resort. Most participants expressed discomfort at the idea of double-decking due to earthquakes.*

At the direction of community members, the following options were omitted from Bell Gardens' list of options:

- ~~10. Develop a light rail along I-710 Freeway to encourage the use of mass transportation in order to alleviate I-710 traffic.~~
- ~~11. Create an underground cable system along Alameda that would transport trailers bearing goods to lessen the reliance on trucks.~~

#### **NEXT STEPS**

The next Community Advisory Committee meeting will be held on Tuesday, February 17, 2004. Community Advisory Members will review, discuss, and refine the Bell Gardens options in preparation for the next Tier II Meeting, which is scheduled for February 26, 2004.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**BELL GARDENS**  
Public Works Building

MEETING #3  
MARCH 16, 2004

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MEETING SUMMARY

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**INTRODUCTION**

On Tuesday, March 16, 2004, the Tier I Bell Gardens Community Advisory Committee (CAC) held a meeting at the Public Works Building, City of Bell Gardens. The following CAC members attended: Clifford Dunbar, Chair, Julia Asmus, Ron Hoyt, and Dennis Grizzle. John Oropeza, Public Works Director, and Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, were also present. Esmeralda Garcia, Deputy Project Manager, Moore Iacofano & Goltsman, Inc., facilitated the meeting, and Katherine Padilla, of Katherine Padilla & Associates, graphically recorded participants' comments and questions.

**MEETING DISCUSSION**

The meeting began with an update of the progress of the Tier II Committee. Mr. Dunbar, who, as CAC Chair, represents the City of Bell Gardens, described his impressions of the February 26, 2004, and March 11, 2004 Tier II meetings. Mr. Dunbar, along with other Committee members who had attended the meetings, observed that several I-710 Corridor cities shared many issues and concerns in common. For discussion purposes, those issues and concerns had been categorized as:

- Health & air quality
- Safety
- Jobs & Economic Development
- Community Enhancements
- Noise
- Process

**CONDITIONS OF APPROVAL OF I-710 IMPROVEMENTS**

CAC members then stressed that there are issues of concern to their community that they feel should be addressed *before* any I-710 improvements are addressed. In particular, CAC members stressed that they would like to ensure that:

1. Sound walls would be built along the freeway in their community to mitigate noise pollution, particularly stemming from heavy trucks. It was stated that ivy, or some other type of climbing vine, should be planted on the sound walls to discourage graffiti.
2. Truck inspections should be conducted frequently to ensure trucks comply with safety and emission standards.

### **PRELIMINARY CONCEPT DISCUSSION**

Jerry Wood then presented a preliminary concept for the review and comment of CAC members. The concept depicts a truck-dedicated facility (four-lane roadway) that is located at-grade between the freeway and the Los Angeles River. Other features of the preliminary concept are: a) there would be a total of 14-lanes of mixed flow traffic, 10 lanes of which would be assigned general purpose, b) the current right-of-way line would be maintained as is, and c) no homes would need to be acquired. Asimus Park would also remain intact.

### **QUESTIONS ABOUT THE PRELIMINARY CONCEPT**

To understand and clarify the implications of the preliminary concept, participants asked the following questions. Please note: Jerry Wood's responses are indicated *in italics*.

- Would any businesses need to be re-located or acquired?
  - *Yes, perhaps no more than four —based on preliminary review.*
- If the levy would possibly need to be reconfigured, why not build on top instead?
  - *At this time, it appears a more effective approach would be to reconfigure the levy.*
- What would relocation of the power towers involve?
  - *They will be replaced or relocated. Modern towers require a smaller footprint.*
- Would the truck facility be an express? (Also, consider dedicating it for vehicles using clean fuels.)
  - *New trucks ramps will lead more directly to destinations – a new series of ramps would streamline access for truck drivers.*
- Will there be access for emergency vehicles on truck facility?
  - *Yes, access will be provided —if this concept moves forward.*
- What is the possibility of providing another mode (of transportation) under the truck facility? For example, considering future needs, it might be forward-thinking to plan for a light rail, or conveyor, etc.
  - *We'll take a look at it . . .*
- What's the ability of the concept (in terms of adequacy) to handle growth?
  - *The concept will be designed to handle projected needs based on SCAG projections of growth in population and other demands. This will be addressed in the EIR.*
- The south-bound off-ramp at Florence backs up; it's a bad problem.
  - *Arterials will be addressed in the EIR as part of proposed improvements.*

Mr. Wood concluded with a final point:

- *As part of the concept, a new Diamond interchange will be proposed at Florence, Bell Gardens. This may create surplus land. It represents a possible enhancement opportunity for the city, which can then decide how to use the land.*

## **CONCLUSION**

CAC members expressed their approval of the preliminary concept and directed Mr. Wood to continue to refine it. They stated that they support the concept for the following reasons:

- It effectively addresses Bell Gardens concerns
- No homes would be lost
- Noise would be lessened – sound walls would be provided.
- Provides the opportunity for beautification at Florence
- The casino stays –there are no proposed changes

CAC members then stressed that (multi-agency) cooperation would be needed in order to proceed with the preliminary concept. Agencies that would be involved include the Department of Water & Power, Army Corp. of Engineers, LA County Flood Control Agency, along with the corridor cities.

Participants concluded by saying they felt it is important to hear about other cities' design concepts, and that they were eager to do so. Mr. Dunbar encouraged CAC Members to attend the next Tier II meeting that is scheduled for April 1, 2004 at 6:30 pm at the Teamsters Building in Long Beach.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**CARSON**  
Dominguez Area Community Center

MEETING #1  
NOVEMBER 24, 2003

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**MEETING SUMMARY**

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**INTRODUCTION**

On Monday, November 24, 2003, a Community Advisory Committee Meeting was held at the Dominguez Area Community Center to delve into issues and opportunities related to the I-710 Major Corridor Study. Community Advisory Committee members who attended included Councilmember Jim Dear, Raymond Park, and Robert Riedel. Vick Rollinger, City Engineer; and Rocio Lopez, Associate Planner, City of Carson also attended. Jerry Wood, Director of Transportation and Engineering for the Gateway Cities COG, was also present.

Katherine Padilla, of Katherine Padilla & Associates, facilitated the discussion portion of the meeting, and Esmeralda Garcia, of MIG, Inc., graphically recorded participants' comments and questions.

The Agenda for the November 24 Meeting is attached to this summary of Comments and Questions.

**MEETING DISCUSSION**

**Tier I –Roles and Responsibilities**

The Meeting began with a review of the Process in which Esmeralda Garcia described the structure and composition of both Tier I (CAC) and Tier II Committees. She then defined the roles and responsibilities of each Committee (those of Tier I and Tier II), and emphasized that recommendations generated by each City's Tier I Committee would be analyzed by the Tier II Committee to ensure the development of I-710 Corridor-wide solutions. The overall project and meeting schedules for Tier I and Tier II Committees was also described.

**Tier II Nomination**

Councilmember Dear stated that he wished to nominate Carson CAC Member Louie Diaz, who would represent Labor/Union. The facilitator offered to submit the nomination to the appropriate OPC representative.

**Oversight Policy Committee Guiding Principles**

The OPC Guiding Principles were then reviewed by the Tier I CAC. Participants suggested some revisions, which are shown below underlined and *in italics*. They then approved the Guiding Principles.

1. Minimize right-of-way acquisitions with the objective being to preserve existing houses, businesses and open space.
2. Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels, as well as in project planning and design. Include all levels of government City, State, Federal and National—in identifying the extent of the pollution and in seeking solutions.
3. Improve safety by considering enhanced and consistently-operated truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
4. Relieve congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that includes adding needed capacity. However, Transportation Systems Management (TSM) and Transportation Demand Management (TDM) technologies should be deployed first to make full use of freeway, roadway, rail and transit systems.
5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation through public noticing by the City, and the use of the City's website.

### **Ideas / Options**

**Participants then discussed and generated possible options/solutions to the I-710 Freeway problems:**

- Analyze the impacts on the I-710 of providing improved East/West Access for truck and auto traffic on other regional freeways.
- Seek beautification opportunities for Carson involving improved I-710 landscaping and other aesthetic enhancements.
- Explore ways to get trucks onto the Freeway more directly and quickly.
- Consider T.I. – Alameda St., its connections to the 405 –and whether the impacts will be potentially negative to Carson.
- Use L.A. River for truck access.
- Consider the possibility of building below grade along Alameda.
- Explore Interchange improvements, particularly Freeway Exits.
- Consider dedicated truck lanes on the I-710 with technology transpondents. Provide incentives for trucks to adopt the use, if feasible.
- Consider the feasibility of building a near Dock-Rail facility.
- Provide incentives to ship by rail.
- Maximize existing transportation methods using TDM and TSM technologies.
- Solutions should strive for equity among all corridor communities, so that the impacts do not disproportionately negatively affect the Carson community.

### **Next Steps**

**The CAC will meet on December 8, 2003 at 7 pm.** with no facilitator. The purpose of the meeting will be to refine the Options/Solutions. The MIG facilitated CAC meeting #2 will be held on January 14, 2004. The CAC is inviting the broader community for extended input. MIG/Katherine Padilla & Associates will develop the Agenda and facilitate.

**I-710 MAJOR CORRIDOR STUDY**  
COMMUNITY ADVISORY COMMITTEE  
**CARSON**  
Dominguez Area Community Center

MEETING #2  
JANUARY 14, 2004

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MEETING SUMMARY

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**INTRODUCTION**

On Wednesday, January 14, 2004, the City of Carson Tier I Community Advisory Committee met at the Dominguez Area Community Center in Carson. The meeting was held to review the preliminary options/alternatives developed by the committee during previous meetings. Community Advisory Committee (CAC) Members who attended were: Ray Park, CAC Chair; Louie Diaz; Shar Wright; Donald Tibbetts; Jonathan Switz and Robert Riedel. Councilmember Jim Dear was also present, along with City staff, Rocio Lopez and Farrokh Abolfathi. Engineering consultant, Jerry Wood, engineer consultant for the Gateway COG, was present as a resource to the committee. Members of the public also attended and the Committee solicited their input. Sixteen participants attended the meeting including the Committee.

Esmeralda García, Deputy Project Manager, of Moore, Iacofano, Goltsman, Inc. (MIG) facilitated the meeting, and Katherine Padilla graphically recorded participants' comments and questions. After explaining the purpose of the meeting, Ms. Garcia guided participants through a discussion of the preliminary options. Consequently, the Options were then evaluated and refined.

**OPTIONS DISCUSSION**

Meeting participants discussed the options that they felt would be most effective in resolving the community of Carson's issues and concerns. Ray Park, Community Advisory Committee Chair, will present the following options to the Tier II membership at its first meeting in February.

- Support extended hours of operation (also referred to as 24/7) for the Ports.
  - ✓ Undertake planning now to strategically address the long-range impacts of future increased Port activity.

- ✓ As port activity continues to grow, divert additional goods movement to other ports.
- As a long-range solution, explore establishing a second working port in locations such as Ventura or Ensenada, Baja California to handle goods movement through southern California
  - ✓ Explore re-routing goods through other Ports, such as Seattle, whenever possible.
  - ✓ Provide a truck-dedicated roadway situated between the I-710 Freeway and the Los Angeles River. The roadway should be a minimum of four lanes and extend the entire length of the I-710 Freeway.
- Build an elevated truck dedicated roadway that connects the Ports to the truck roadway.
  - ✓ Determine whether there is a need to extend the truck-dedicated roadway to the 91 Freeway and beyond. ?
  - ✓ Provide separate interchanges to accommodate short-term hauling, where only limited access is needed.
- Provide one-stop truck inspections to enforce air quality standards related to diesel fuel.
  - ✓ Through more stringent fines and fees, encourage the owners of trucks using diesel to upgrade their vehicles.
  - ✓ Use the fines to support the delivery of health services for residents of Carson.
- At the federal level, establish and enforce more stringent air quality improvement measures on rail systems as well as on ships and cranes used at the Ports. All contribute to the current poor air quality in Carson and the surrounding areas.
- Support inter-agency collaboration to effectively address the correlated impacts of the I-5, I-10, and the I-710 Freeways.
- Consider building trenched roadways along (heavy) rail lines.?
- Include decorative sound walls and landscaping along the entire I-710 corridor.
- The community does not support the Terminal Island Freeway proposal because of the possibility of increasing the amount of truck traffic on Alameda Street traveling through Carson.
- ✓

After closing remarks from Councilmember Dear, Mr. Park closed the meeting. A third meeting was not scheduled but will be coordinated at a later time.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**CARSON**  
Dominguez Area Community Center

MEETING #3  
MARCH 15, 2004

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MEETING SUMMARY

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**INTRODUCTION**

The City of Carson's Tier I Community Advisory Committee held a meeting on Monday, March 15, 2004, at the Dominguez Area Residents Community Building in Carson. The purpose of the meeting was to update CAC members on the status of the Tier II meetings, clarify ideas and recommendations, and discuss preliminary design concepts. The following Community Advisory Committee (CAC) Members attended: Ray Park, CAC Chair; Louie Diaz; Shar Wright; Donald Tibbetts; Jonathan Switz and Robert Riedel. City staff also attended, including Rocio Lopez and Farrokh Abolfathi. Jerry Wood, engineering consultant for the Gateway COG, was also present to present preliminary design concepts for improvements.

Katherine Padilla, of Katherine Padilla & Associates facilitated the meeting, while Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman, Inc. (MIG) graphically recorded participants' comments and questions.

**Tier 2 Update**

Mr. Park described his observations of the Tier II Committee Meetings. He noted that representatives of I-710 corridor cities appeared to share many common issues of concern, and that they could be categorized as:

- Health
- Economic Development
- Safety
- Jobs & Economic Development
- Congestion & Mobility
- Design Concepts
- Community Impacts & Enhancements

Additionally, Mr. Park observed that many cities stressed the need for the use of alternative fuels. Mr. Park also stated that the Tier II Committee's charge was to review and reconcile a wide range of ideas and recommendations. He concluded by announcing that the Tier II meetings are open to the public and invited participants to attend the next Tier II meeting, which is scheduled for April 1 at 6:30pm at the Teamster Building at 8333 Cherry Avenue in Long Beach.

## **ISSUES AND CONCERNS**

The Community Advisory Committee reviewed and confirmed their issues and concerns. They provided the following comments during the discussion.

- Truck traffic within the river is not feasible
- Truck traffic should (can) flow along the river
- Consider below-grade truck dedicated lanes
- A truck route could run along Alameda Corridor.
- Keep jobs local!
- Acquire a permanent air monitoring system/station.
- Consider the possibility of creating a tunnel for the river and create a truck-dedicated roadway above.
- Support alternative fuels—including bio-diesel
- Address air quality issues before any I-710 improvements
- The Terminal Island extension impacts Carson residents
- A 5-mile radius along the I-710 needs to be considered for beautification and enhancements.
- Address arterial impacts.

## **CITY OF CARSON COMMUNITY ADVISORY COMMITTEE IDEAS & RECOMMENDATIONS**

Based on the Committee's discussion of Issues and Concerns, the following Ideas and Recommendations were generated.

### ***Safety***

- Truck improvements should be mandatory.

### ***Freeway Improvements***

- Provide east/west access to other regional freeways for trucks and autos.
- Get trucks onto the freeway more directly and quickly.
- Examine whether the proposed Terminal Island Freeway extension to the 405 will generate potentially negative impacts to Carson.

- Use the LA Riverbank for trucks.
- Make interchange improvements at the 91 Freeway, Del Amo exit, and the 405.
- Use truck-dedicated routes.
- Create dedicated truck lanes on the I-710 with transponders.
- Build improvements below grade, if possible.

### *Transportation Demand Management*

- Develop near-dock rail facilities.
- Provide incentives to ship by rail.
- Use TDM and TSM technologies.
- Regulate truck hours.

### *Arterial Improvements*

- Explore the possibility of building improvements below grade along Alameda Street.
- Examine whether the proposed Terminal Island Freeway extension to Alameda Street generates potentially negative impacts to Carson.

### *Health*

- Improve the Air Quality.
  - Freeway--Reduce truck emissions.
  - Harbor (ports)—Reduce air pollution emissions.
- Tie improvements to the 710 to air quality improvements.
- There should be no more growth in Port operations until air quality improvements are implemented.
- Use clean fuels (including bio-diesel and/or alternate fuels) for trucks, trains, and ships as soon as possible.
- Perform medical studies (cancer, asthma, etc.) to establish a baseline for community residents along the freeway to determine the extent that air pollution has caused problems in these communities.
- Provide a permanent air monitoring station in Carson.
- Provide funding for the air quality impacts that residents have suffered as a result of truck diesel pollution and other pollution problems that can be attributed to the port.
- Alleviate noise pollution.
  - Provide sound walls along the freeway—Tie them to the I-710 improvements.
  - Alameda Corridor operators must implement noise mitigation measures that will result in quieter operations in the City of Carson.

### *Aesthetics*

- Implement beautification improvements, including installing and maintaining landscaping and attractive (decorative) sound walls, and cleaning-up litter.

### *Ports*

- Ports should provide more efficient loading and unloading operations.
- Examine other ports to determine how they are dealing with similar issues, such as poor air quality and transportation problems.
- Shift as much cargo to other ports as possible.

### *General*

- The City of Carson has borne an excessive share of the negative impacts; therefore, impacts must be distributed more equitably among all corridor cities—or we should be compensated.
- All agencies that affect transportation and air quality must cooperate in seeking solutions.

### **Preliminary Design Concept**

Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, then presented Preliminary Design Concepts to the CAC for their review and comment. The design concept depicted a truck facility, a truck-dedicated roadway running alongside the freeway on the LA Riverbank, the addition of lanes on the freeway, as well as interchange improvements. He explained that these were preliminary ideas only and that the concepts would not require residential property acquisitions.

CAC members asked the following questions. (Please note: Mr. Wood's responses are indicated in *italics*.)

- Are there Right of Way takes on Del Amo?
  - *Not with this preliminary concept.*
- How will truck traffic on Del Amo be affected?
  - *Unknown until further study.*
- What about Railroad crossings?
  - *Will be explored and addressed if the concept moves forward.*
- What businesses are affected?
  - *Smart & Final*
- Will trucks be able to go north on 405 from northbound I-710?
  - *Yes from General Purpose lanes, but not from Truck Facility*
- Can you start the off-ramp farther south?

- *It is possible but this has less impact.*
- How will the concept handle the (projected) growth (in traffic)?
  - *It is expected to be adequate through 2025.*
- How was growth projected?
  - *By SCAG (Southern California Association of Governments)*
- What is status of Terminal Island Freeway?
  - *Currently, there is no proposal for it.*
- What percentage of goods movement stays in the (local LA) area?
  - *An estimated 50%.*
- Are bike trails affected by this concept?
  - *No, bike trails are on the opposite end of river.*

After discussion, CAC members concluded they were in agreement with the design concept as presented. They then directed Jerry Wood to proceed with further refinement of the concept.

## CONCLUSION

After thanking participants, Mr. Park closed the meeting at 8:30 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**COMMERCE**  
Commerce City Hall

MEETING #1  
NOVEMBER 10, 2003

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MEETING SUMMARY

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**INTRODUCTION**

On Monday, November 10, 2003, a Community Advisory Meeting was held at Commerce City Hall to delve into issues and opportunities related to the I-710 Major Corridor Study. Community Advisory Committee members who attended included Nancy Ramos, City Councilmember; Bob Eula, CAC Chair; Sonia Vizcarra; Miguel Ramos; and Marisela Knott. Angelo Logan, of East Yard, also attended. Tom Sykes, City Administrator, and Bob Zarilli, staff member of the City of Commerce, were also present.

Sam Gennawey, of MIG, facilitated the discussion portion of the meeting, and Katherine Padilla, of Padilla & Associates, graphically recorded participants' comments and questions.

The Agenda of the November 10 Meeting is attached to this summary of Comments and Questions.

**MEETING DISCUSSION**

The Meeting began with a review the Guiding Principles (GP) that had been developed and adopted by OPC.

Participants' approved the Guiding Principles with the following clarifications indicated in *italics*:

GP #3. Improve Safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design. *It is important to recognize that location of the facility is a priority!*

GP #4. Relieve Congestion and reduce intrusion of traffic into communities and neighborhoods by adding needed capacity, deploying Transportation Systems

Management and strategies (TSM/TDM), and maximizing use of the Alameda Corridor. *Use of the Alameda Corridor should be particularly emphasized.*

GP. #5. Improve public participation in the development and consideration of the alternatives and provide technical assistance to facilitate effective public participation. *Including the community will be the key to success on this project.*

### **PROJECT HOPES**

Participants expressed their hopes for the project:

- There will be no property acquisition.
- Traffic patterns and corridors will be better defined. Trucks will be removed from city streets, as much as possible.
- Health impacts from poor air quality will be addressed.
- There will be honest information widely available.
- The process will involve community-wide participation---We will bring it to people in parks where they gather.

*Decided:*

A Community Meeting will be held on  
Saturday, December 13, 2003, at 1 p.m. at Bandini Park.

Options/Possible Solutions to I-710 traffic and safety problems will be presented.  
Community members are welcome to express their views.

### **STAKEHOLDER DISCUSSION**

Community Advisory Members and City staff discussed community stakeholders and ways to encourage them attendance at the December 13, 2003 Community Meeting. The product of the discussion appears in Appendix A – Draft Stakeholder Analysis.

### **NARROWING THE OPTIONS**

Community Advisory members then discussed 25 possible options for improving the traffic flow and safety on the I-710, as well as improving the air quality and reducing the associated health risks.

The list was reduced to eight potential options for further research and discussion. These options appeared to be congruent/consistent with the Hopes expressed about the Project. The eight options are:

1. Explore solutions to resolve problems on both the I-5 Freeway and the I-710 concurrently. It is important to recognize that these systems are dynamic, and interrelated.
2. Explore the Bandini Alternative. It shows promise as a viable and community-supported solution.
3. Minimize construction impacts as much as possible, especially private property acquisition.
4. Improve public understanding through public education about the purpose of the Alameda Corridor and its long-term potential as a effective and efficient transportation option.
5. Reduce diesel emissions and other pollutants that damage air quality. In the short term, deploy stronger enforcement; in the long term, encourage the development and use of vehicles with advanced technology that can reduce harmful emissions, and lastly, restrict vehicles that produce high levels of toxic emissions.
6. Analyze the impacts of potential 24/7 Port operation. Explore local goods movement and truck route solutions that can help mitigate the impacts to our community.
7. Determine the need and priority for sound walls, particularly in conjunction with other potential transportation and traffic improvements.
8. Analyze the impacts that the proposed Slauson Avenue improvements may have on our City, and possible courses of action.

#### **NEXT STEPS**

The next Community Advisory Committee-Tier I will be held on November 25, 2003. At that meeting, members will review, discuss, and evaluate the list of eight possible Options—and others, as they deem necessary. The CAC will ensure that the Options are consistent with their Hopes for the Project, as well as the OPC Guiding Principles. The Options will then be presented to the public at the Community Meeting of December 13 for their review and discussion.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**COMPTON**  
City Hall

MEETING #1  
FEBRUARY 25, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

On Wednesday, February 25, 2004, the first official meeting of the Community Advisory Committee (CAC) Meeting was held at Compton City Hall to discuss issues/concerns and opportunities related to the I-710 Major Corridor Study. Community Advisory Committee members who attended included Francisco Gutierrez, Ulysses Terry, Tom Houston, Latanya Ganter, Marjorie Shipp, Irene Baraza, and Roberto Chavez. Council member Isadore Hall attended to welcome and thank Committee Members for their volunteerism and commitment to the community. City staff members who attended were Augustus Ajawara, Public Works Director; Joseph Lim, Planning Department and Arturo Frazier, Council Assistant for Isadore Hall. Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, also attended.

Esmeralda Garcia, Deputy Project Manager, Moore Iacofano Goltsman, Inc., facilitated the meeting. Katherine Padilla, of Katherine Padilla & Associates, graphically recorded participants' comments and questions.

The Agenda for the Meeting is attached to this Summary.

**MEETING DISCUSSION**

Ms. Garcia reviewed the agenda and explained that the purpose of the meeting was to understand from the group what outcomes they would like to see at the end of the process and to begin to discuss ideas and opportunities that will address some of the issues related to the I-710. She also re-emphasized the importance of the CAC's participation in the process. .

**Desired Outcomes**

The discussion began with identifying the committee's desired outcomes. They are listed below and parallel the Guiding Principles adopted by the OPC.

- All existing homes and businesses should be preserved as much as possible.
  - ✓ Committee members then discussed the importance of seeing first hand the location of homes, businesses, schools, and parks along the I-710 corridor in Compton in order to understand the current conditions and the impact of the recommendations they make (as the CAC).
  - ✓ It was decided that a field visit to the I-710 corridor in Compton would be scheduled for the CAC.
- Improving the safety on the I-710 was important, but of equal importance was improving the safety for pedestrians near the on- and off-ramps in Compton.
  - ✓ Local drivers have created their own exit from the I-710 to the 105 using the Rosecrans Avenue off-ramp.
  - ✓ Several unsafe on-and off-ramps are located near schools, such as Dominguez High.
- Unhealthy air quality and the damaging impacts on health is a major concern for the community of Compton.
  - ✓ Addressing this concern immediately is a top priority for Compton.

## Issues and Concerns

The following concerns were also raised:

- Could the flow (the path and the amount) of drainage from paved roadways be changed or increased due to I-710 improvements?
  - ✓ If so, ensure that Compton Creek will not be harmed from additional run-off resulting from freeway improvements.
  - ✓ These are impacts that would be identified through an Environmental Impact Report, according to City staff. Mitigation measure would be identified as well.
- Is there enough room to widen the I-710 towards the river that runs alongside?
- What will be the impact of our work, as CAC members? Will we be able to influence the outcomes of the study?
  - ✓ We should ask ourselves how will our suggestions benefit the City, and improve the quality of life in Compton?
  - ✓ As a result of our acceptance of I-710 improvements, how can we capture economic benefits for our City and its residents?

## Ideas and Recommendations

The Community Advisory Committee developed their preliminary ideas and recommendations to resolve problems associated with the I-710 freeway. They are the following:

- Pedestrian safety near off-ramps must be addressed because some unsafe off-ramps are located near schools, such as Dominguez High.
- Several interchanges are dangerous, such as the I-710/91 Freeway interchange near Alondra. The west bound 91 Freeway interchange must be addressed.
- Air pollution and its damaging affects on health are a serious concern for the community of Compton. Fuel technology should be used to decrease air pollution.
- Sound walls should be provided to alleviate sound pollution.
- Any widening/improvements should take place on the east side of the I-710 through Compton. There should be no “housing takes” on the west side.
- Provide a by-pass for Compton and improve arterials highways (that feed into the I-710).
- Ensure that major arterials are not adversely impacted by I-170 improvements. Analyze whether improvements are needed to improve the traffic flow on Atlantic, Alameda, Alondra, and Santa Fe, all of which are important arterials in Compton.
- Consider placing restrictions for use of arterials that run through Compton and that are linked to I-710 improvements-- unless financial incentives can be derived for the City as a condition for their use.
  - ✓ It is believed that the Ports are responsible for the need for I-710 improvements; therefore, the City of Compton should earn some financial incentives for future proposed I-710 impacts on the City.
- Ensure that truck dedicated lanes on the freeway are located away from residential neighborhoods to avoid increased air pollution near homes.
- Keep elevated roadways away from residential neighborhoods.
  - ✓ If elevated roadways are used, truck-designated lanes should be located on the lower roadway.
- Provide a light rail system along the I-710 with stops in Compton.
- Provide carpool lanes that lead more directly to Long Beach as it is a major destination.
- Explore the use of the riverbed for I-710 improvements.
- When construction is underway, provide advanced warnings of detours and closures.
- Locate a truck facility in Compton—if it generates revenue for the City.
- Ensure that the ramps are “green.” Landscaping should be planted and maintained to beautify the area along the I-710.
  - ✓ Establish a committee to monitor maintenance and accountability.

- For I-710 improvement projects, establish a requirement that Compton youth and adults must be hired on projects.
- ✓ Help community members become trained in jobs/trades that will be needed in implementing the I-710 improvements. Explore establishing a training program with Compton Community College. Establish the program early enough to allow Compton residents to be fully trained –before workers are needed.

### **Next Steps**

A site tour of the I-710 through Compton is scheduled for CAC members on Monday, March 8, 2004 at 8:30 am. The next CAC meeting will be held also on Monday, March 8 at 6-8 pm. CAC members will review and discuss their preliminary ideas and suggestions. They will then refine them to ensure that they represent the intent of the Community Advisory Committee and the values of the Compton community. Roberto Chavez, Chair of the Compton CAC, will present their ideas and recommendations for discussion at the next Tier II Committee Meeting on March 11, 2004, at the Teamsters Hall Auditorium located at 3888 Cherry Avenue in Long Beach.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**COMPTON**  
City Hall

MEETING #2  
MARCH 8, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

The Compton Community Advisory Committee (CAC) held its second meeting on Monday, March 8, 2004, at Compton City Hall. The purpose of the meeting was two-fold: 1) to review and confirm issues associated with the I-710 that were identified at the first meeting of February 25, and 2) to discuss ideas and recommendations to help resolve those issues. The following Community Advisory Committee members attended: Ulysses Terry, Tom Houston, Latanya Ganter, Marjorie Shipp, and Roberto Chavez, CAC Chair. Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, also attended.

Katherine Padilla, of Katherine Padilla & associates, facilitated the meeting. Antonio Gonzalez, of Moore Iacofano & Goltsman, Inc., graphically recorded participants' comments and questions.

The Agenda for the Meeting is attached to this Summary.

**MEETING DISCUSSION**

Roberto Chavez opened the meeting by welcoming members. At the request of members, he presented a brief overview of the previous Tier II meeting in which he had participated as CAC Chair. Members then briefly discussed their site visit of the I-710 Corridor through Compton and their observations. Ms. Padilla, facilitator, then reviewed with the committee the issues that they had generated

**Review of Issues**

The CAC confirmed that they believe the following issues are key concerns:

- Unhealthy air quality and the damaging impacts on health is a major concern for the community of Compton.
  - ✓ Addressing this concern immediately is a top priority for Compton.
- Pedestrian safety near on-and off-ramps is very important.
- The freeway is too close to residences at some locations. There should be an increase in the allowable distance between residences -- and other buildings-- and the freeway
- Both homes *and businesses* must be protected against impacts due to any future I-710 changes/improvements. In some cases, small businesses were adversely affected during construction of the Alameda Corridor. That should not be allowed to occur in Compton.
- Increased surface run-off into Compton Creek could occur due to changes in the roadway of the I-710, if those changes were to affect the flow of drainages. Pollution from additional surface run-off increases risk of damage to wildlife and plant life.

### **Ideas and Recommendations**

The Community Advisory Committee then refined their preliminary ideas and recommendations to help resolve I-710 Freeway problems by suggesting the following:

- Ensure that on-and-off-ramps and adjacent streets are safe for both cars and pedestrians.
- Conduct a Pedestrian Analysis to determine the safety measures that may be needed on streets that lead to (or connect to) on-and off-ramps in Compton.
- Provide stringent measures to protect Compton Creek from any potential surface-runoff pollution that may occur from the possible re-configuration of the I-710. Wildlife and plant life are vulnerable and must be protected.
- Improve the safety of the I-710/91 Freeway interchange at Alondra. Re-design the interchange in order to provide safer conditions for merging.
- Sound walls should be provided in the community of Compton. The walls must be both aesthetically-pleasing, and be consistently tall-enough in height to meet the current highest noise mitigation standards required by law. Existing sound walls in Compton area vary in height. The entire stretch should be updated according to current Caltrans soundwall standards.
- Ensure that the ramps are “green.” Landscaping should be planted and maintained to beautify the area along the I-710. Establish a local committee to ensure accountability and monitor maintenance.
- Air pollution and its damaging affects on health are a serious concern for the community of Compton. Fuel technology should be used to decrease air pollution.

- Any widening/improvements should take place on the east side of the I-710 through Compton. There should be no “housing, or business takes” on the west side.
- Explore the use of the riverbed for I-710 improvements.
- Provide a by-pass for Compton, using the riverbed, if necessary, and improve arterials that feed into the I-710.
- Ensure that truck dedicated lanes on the freeway are located away from residential neighborhoods to avoid increased air pollution near homes.
- Keep elevated roadways away from residential neighborhoods. If elevated roadways are used, truck-designated lanes should be located on the lower roadway.
- Ensure that major arterials are not adversely impacted by I-170 improvements. Analyze whether improvements are needed to improve the traffic flow on Atlantic, Alameda, Alondra, and Santa Fe, all of which are important arterials in Compton.
- Provide a light rail system along the I-710 with stops in Compton.
- Provide carpool lanes that lead more directly to Long Beach as it is a major destination.
- When construction is underway, provide advanced warnings of detours and closures.
- Locate a truck facility in Compton—if it generates revenue for the City.
- Designate and identify specific alternate routes through Compton for drivers that must get off the freeway when accidents occur. Encourage the use of these alternate routes as much as possible in order to protect neighborhoods.
- Establish an ad hoc partnership, such as a Joint Powers Authority, between the City of Compton (and possibly other I-710 corridor cities), Caltrans, and other public agencies involved with potential I-710 improvements. As a key part of its mission, the Partnership would be responsible for identifying and securing direct economic benefits (including revenue) to I-710 corridor communities to help compensate for bearing the impacts of additional traffic stemming from the ports and population growth. The Partnership shall consider a range of ways to gain benefits including: establishing user fees for local streets, arterials and earning a portion of tolls, if tolls are levied on truckers; seeking funds to build/improve local parks and schools and to improve local streets; creating job training programs and ensuring the employment of local youth and community members. The Partnership would enable the City of Compton (and possibly others) to be pro-active in establishing job-training programs and links to career information—before workers are needed—with public education institutions, such as Compton Community College and Compton School District. The Partnership would establish a requirement that Compton youth and adults must be hired on projects.

## **Additional Questions**

Committee members asked the following questions related to their Ideas and Recommendations

- How will construction affect traffic?
  - ✓ *Construction impacts will be identified and associated mitigation measures will be identified in a Construction Management Plan, a mandatory document that is required by Caltrans before construction can begin.*
  
- How do pollutants (potentially derived from the I-710 improvements and/or construction) flow into the soil or air?
  - ✓ *The majority of pollution from the I-710 is in the form of surface runoff.*
  
- What affect do sound walls have on pollution? Do studies exist?
  - ✓ *No known studies exist. All potential pollution will be addressed in the EIR.*

### **Preliminary Conceptual Sketches**

Committee reviewed and discussed rough, preliminary ideas of possible I-710 improvements on sketch paper. The sketches addressed their issue and subsequent idea/recommendation to to address the problematic I-710/91 interchange near the Alondra off-ramp. The CAC directed Jerry Wood to proceed with refining the concept so that any potential impacts on schools, businesses, and traffic could be better identified. It was the expressed intent of the members to fully assess the full range potential impacts of any proposed concept –before they are state their tentative acceptance. Members also directed Jerry Wood to show soundwalls in Compton on any proposed concept.

### **Next Steps**

The next meeting of the CAC is scheduled for Monday, March 22 at 6 pm. at Compton City Hall. Jerry Wood will present more detailed sketches/drawings as directed by the CAC. (MIG/Katherine Padilla & Associates are not expected to attend the March 22 CAC meeting). It was also decided by committee members to schedule an informational Community Meeting after the April 1 Tier II Meeting to introduce the study and to present the Ideas and Recommendations for review. Planning and strategizing for the Community Meeting will take place at the Monday, March 22 CAC Meeting. MIG/Katherine Padilla & Associates are expected to help plan, facilitate, and graphically record the Community Meeting.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**EAST LOS ANGELES**  
East Los Angeles Civic Center Plaza

MEETING #1  
DECEMBER 17, 2003

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**MEETING SUMMARY**

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**INTRODUCTION**

On Wednesday, December 17, 2003, a meeting of the Community Advisory Committee was held in East Los Angeles. The purpose of the meeting was to introduce the I-710 Major Corridor Study Community Advisory process and develop a list of options and solutions that address issues affecting the I-710 corridor. Community Advisory Members who attended are: Nadine Mungia; Clara Solis; Martha Hernandez; Servando Ornelas; and Field Deputy David Vela represented Supervisor Gloria Molina's office. Other attendees included Susan Gilmore (MTA), Kathy Padilla (Padilla & Associates), Esmeralda Garcia (Moore Iacofano Goltsman, Inc.), and Ron Mukai.

Kathy Padilla opened the meeting with self-introductions. Ms. Padilla welcomed the group and reviewed the agenda. Susan Gilmore described the history of the project and stressed the importance of community participation. Esmeralda García provided an overview of the Community Advisory process and project schedule. Ms. Padilla began the discussion with the first agenda item.

**Guiding Principles Discussion**

Ms. Padilla presented the Guiding Principles adopted by the Oversight Policy Committee and asked the committee to review the five Principles and discuss any additions or edits that reflect the views of the East LA community. The following are comments made by the group.

- Concern was expressed about Principle #1. The group objected because they felt that the Principle, as written, implies expansion of the I-710 is imminent and will occur. CAC Members significantly disagreed with this Principle.
- The group agreed with Principle #2 and Principle #3.
- The group in general agreed with Principle #4 but stated that employing a comprehensive regional system to alleviate traffic congestion should be "immediate and ongoing."
- The group agreed with Principle #5.

The group raised a number of issues and concerns affecting the I-710 corridor. They include:

- Unsafe areas near freeway on-and off-ramps and underpasses attract loitering and criminal activity.

- Because of freeway congestion, drivers use local city streets as thoroughfares. “Our local streets feel like freeways” (due to the speed of vehicle travel and congestion) and that “is unacceptable.”
- Health is a major issue. The air quality is very poor.
- The Alameda Corridor is not used at its capacity.

### Outcomes

Ms. Padilla asked the CAC members to describe the outcomes that they would like to see as a result of this process. Outcomes include:

- Clean air
- Quick response in graffiti removal
- Funding for programs to sustain freeway improvements
- Minimized wear on “our” streets
- Ongoing oversight by community-based groups such as the Community Advisory Committee
- Preservation of the existing community character. “We are a built-out area surrounded by freeways and need to preserve our community character,” emphasized several members.

### Options

The options and solutions that the Committee raised are outlined below.

- Build a light rail system along the I-710 to relieve some of the auto congestion.
- Provide incentives such as reduced fees to encourage greater use of the Alameda Corridor, and explore the possibility of providing disincentives, such as increased fees/taxes, for truckers using the I-710.
- Beautify the I-710 – Caltrans should maintain trash pick-ups, at a minimum, and provide landscaping.
- Double deck the I-710 with truck dedicated lanes.
- Encourage policymakers to stress that San Gabriel Valley and South Pasadena must accept a more equitable share of the burden of traffic.
- Build a subterranean tunnel dedicated to truck traffic.
- Provide incentives for businesses to accept delivery during non-peak hours.
- Provide alternative parking options for transport vehicles in order to eliminate their on-street parking in residential neighborhoods.
- Implement policies that encourage “land-use trade-offs,” such as opportunities to revise/change zones/codes to allow shared parking or innovative solutions to eliminate truck parking within neighborhoods.
- Seek ongoing funding for mitigation along the freeway, including soundwalls and concrete median barriers.
- Solutions must seek to resolve problems concurrently on both the I-710 and the 60 Interchange.
- Encourage technology that decreases toxic diesel emissions, such as the use of alternative fuels.
- Improvements along the I-710 should **not** include acquisition of any homes in East LA.
- Improve lighting along the corridor.

- Encourage the Ports to implement 24/7 operations, including negotiating with the Teamsters Union.
- Limit truck traffic hours during rush hours and provide incentives that encourage more driving at night.

### **Closing and Next Steps**

Ms. Padilla closed the meeting and discussed next steps. It was decided that the next meeting will be held on Wednesday, February 4, 2004. The public will be invited to attend and participate in the discussion. CAC Members offered to help publicize the meeting. Members also offered to collect comments and suggestions from the community prior to the meeting. All input will be reviewed and discussed at the February 4 meeting. The group unanimously selected Nadine Munguia as their representative to the Tier II Committee. The consultant team will provide fact sheets and a summary of the first meeting of December 17, 2003 to all CAC members for their review.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**EAST LOS ANGELES**  
Belvedere Park Gymnasium

MEETING #2  
FEBRUARY 4, 2004

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MEETING SUMMARY

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**INTRODUCTION**

The East Los Angeles Community Advisory Committee (CAC) met on Wednesday, February 4, 2004, at the Belvedere Park Gymnasium to gather input, ideas and suggestions leading to solutions to I-710 Freeway issues. The meeting was structured to encourage all participants to express their concerns and issues. ,

Servando Ornelas, Chair of the Community Advisory Committee, presided over the meeting. Other Community Advisory Committee members who attended included: Gustavo Camacho, Martha Hernandez; Clara Solis, Eddie Torres, Diana Tarango and Nadine Munguia. Also present were Field Deputy David Vela, of County Supervisor Gloria Molina's office and Susan Gilmore of the MTA..

Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman, Inc. (MIG) facilitated the meeting. Paul Tuttle, of MIG, graphically recorded participants' comments and questions. Katherine Padilla of Padilla Associates assisted the committee.

**Guiding Principles Discussion**

Ms. Garcia reviewed with the audience the Guiding Principles that had been adopted by the Oversight Policy Committee. She also described the revision to the first Guiding Principle that had been suggested by the CAC: that the Principle should be revised to state that "There would be no right-of-way acquisitions." Several meeting participants expressed their approval of the revision suggested, as well as the other four Principles. Additionally it was noted that the committee suggested removing the words "addition of needed capacity as well as" from the fourth principal.

**QUESTIONS AND COMMENTS**

The following are the questions and comments made by meeting participants. They are arranged by topic.

### *Previous Engineering Alternatives*

- Who has the models of the I-710 Freeway Alternative improvements that were presented (in 2003)? What happened to the old ideas and input?
  - ✓ We'd like to see the concept alternatives. (I'm concerned because my home is so close to the freeway.)
  - ✓ We need to hold decision-makers accountable.
- Who are the decision-makers?
  - ✓ Who has oversight over agencies, such as MTA, Caltrans?
- We need information on the funding resources, the timing and availability.
- There's no money for improvements. Why continue?

### *EXPANSION OF FREEWAY*

- East Los Angeles already has its fair share of freeways.  
Leave the freeway as it is from Telegraph Road to the I-60 freeway on the I-710.
  - Emphasize that we want that there to be no acquisition of East LA homes or businesses.
  - Loss of open spaces due to freeways is a major concern.
  - Tunnel under the freeway to provide truck-dedicated lanes.
    - ✓ Look to innovative world-wide examples.
    - ✓ Make it a toll-road to fund it.
- Use a double-decker system within an existing right-of-way all the way to the I-210.
  - ✓ Incorporate with mass transit.

### *Projected Growth in Population/Traffic*

- We need to look ahead because the City will grow. We need to look at alternative (types) of transportation (other than the freeway).
- We need to be prepared for the future economic growth that's coming (and bringing an increase in traffic.).
- With increased traffic come increased associated noise levels.

### *Freeway Accidents and Truck*

*Trucks should drive at other times (non-peak hours)s*

*Control speeds of trucks*

*Trucks should only use slow lane and 2<sup>nd</sup> lane for passing only*

*Control traffic of trucks*

- Accidents on the freeway cause congestion on our local streets.
- Traffic impacts neighborhoods even far away from the Freeway.
- Overflow of traffic onto local streets causes problems.
- Propose no interchanges at Compton/I-710.???????

- There are too many trucks. . .How can truck traffic be reduced?
  - ✓ Allow trucks on limited (dedicated) lanes.
  - ✓ Increase enforcement (of vehicles that don't meet regulations.).
- High volume of truck traffic increases accidents on the freeway.
- Need to improve safety through design on freeways to reduce accidents.
  - ✓ Add concrete barrier in the middle of the freeway..
  - ✓ Short-term solutions to safety issues are needed.

Decimate goods to other ports

Alameda corridor should be used.

### *Air Quality*

- With existing interchanges, there is too much air pollution.
- Shift to alternative fuels.
  - ✓ Require (the use of alternative fuels) for shipping
- There needs to be a study conducted to evaluate air quality around schools. With a baseline established, the change can be measured.
- Asthma rates near freeways are higher.
- No diesel fuels, outlaw diesel fuels.

### *Outreach Process*

- We need to improve outreach and organize the community to get more input.
- It is important to speak to your neighbors.
- We need (to hire) lobbyists to represent us, homeowners, like other (wealthier) communities do, such as South Pasadena.
- We need more support for:
  - ✓ mailers
  - ✓ flyers distributed through walking
  - ✓ ads in newspapers
  - ✓ website
  - ✓ David Vela announced that Supervisor Molina is going to give \$10K for mailers and to assist the process of getting input from ELA residents.
- The CAC extends an open invitation to the community to attend its meetings, to become aware and involved.

### *Other Comments*

- Encourage use of public transportation—such as people movers.
- More mass transit.
- Link freeway improvements to community needs, such as:
  - ✓ Parks
  - ✓ Community facilities
  - ✓ Local transit improvements

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**EAST LOS ANGELES**  
Humphreys Elementary School

MEETING #3  
MARCH 9, 2004

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MEETING SUMMARY

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**INTRODUCTION**

On March 9, 2004, a meeting of the East Los Angeles Community Advisory Committee (CAC) of the I-170 Major Corridor Study was held at Humphreys Elementary School in East Los Angeles. The purpose of the meeting was to provide an open forum for the community to receive up-to-date information about the Study that is now underway, and to express their issues, concerns, and opinions related to the corridor. More than 200 community members attended.

Community Advisory Members who attended were: Servando Ornelas, CAC Chair, Martha Hernandez; Clara Solis; Nadine Munguia, Gustavo Camacho and Diana Tarango. Field Deputy David Vela attended representing Supervisor Gloria Molina's office. Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, attended to serve as a resource to respond to engineering questions.

Esmeralda Garcia, Deputy Project Manager, Moore Iacofano Goltsman, Inc., facilitated the meeting while Katherine Padilla, Katherine Padilla & Associates, graphically recorded participants' comments and questions.

**Comments & Questions**

The following are participants' comments and questions that were expressed at the meeting.

**Impacts to personal property**

- Will my property be purchased?
- Renters will be displaced
- Insurance costs are higher (for ELA residents) because freeways threaten our neighborhoods (according to a participant)
- How far does the project extend?
- It's not fair that it doesn't go through South Pasadena.

- We've already taken more than our share!
- Finish 710 through South Pasadena Freeway first!
- Why can't we stop it here??
- We have no voice . . .
- Hire South Pasadena lawyers!
- Emphasize that there will be no acquisition of East LA homes, businesses, parks, etc
- Quality of Life is a concern— This affects our homes.
- Experience shows we didn't get fair price for homes (in previous property acquisitions for freeway expansions)

### **Make Schools a Priority (instead of freeway spending)**

#### **NO ACQUISITION OF SCHOOLS OR PARKS**

- Additional schools needed
- Schools/Education – In poor shape – kids can't read  
Kids go to school year round due to over crowding

### **Economic Impacts**

- How will families who rent be affected?
- What will be the true economic impacts (to our community)?
- Where will money for expansion come from?
  - Freeways not currently maintained
- Where are the funds coming from to add more CHPs? Services? (to support freeway expansion)

### **Health Issues**

- Ask a medical expert (doctor) to join our next meeting to talk about health impacts
- Conduct a study on soot.
- Smog linked to cancer . . . asthma . . . adding lanes contributes
- We don't need new freeways
  - Cleaner fuels will help alleviated
- Maintenance Issues.—trucks that are not well-maintained pollute more.
- Use of diesel is bad!
- Diesel-using trucks, cars and trains contribute.
- Buses use clean fuels—why can't other vehicles?
- Truck-idling also causes problems.
- Not so much a problem with trucks themselves, trouble is with diesel.

## **Elected Officials Involvement**

- Call Molina, Solis, Romero, All elected officials should get involved to address our concerns.
- Why does Molina never attend (these meetings)? We want to see her.
  - Saw her in parade . . .
  - Will take all of us calling Molina. . .

## **Design Ideas**

- Use technology to develop solutions
- Put up toll road to offset costs (of improvements).
- East LA doesn't have big malls/major destinations.
  - Make sure destinations can be reached quickly/directly (through improvements)
  - Provide off ramp at rail yards (in Commerce)
- Sound walls are needed –the freeway is so close to homes. They would improve residential area.
  - Sound walls should be attractive, high enough . . . as in other rich communities
- Community should get something in return (for supporting/acquiescing to I-710 improvements)
- Address the area between 3<sup>rd</sup> and 6<sup>th</sup> and McDonnell
  - There is dangerous double parking.
- Speed bumps are needed on Humphrey/Burger near the school.
- Third Street exit is a problem that needs to be addressed.
- Interchange improvements are needed.
  - Improve interchange at the I-5 to I-710 [South Bound]
  - On-ramp needs improving.
- Could tunneling be an option for I-5/710 Interchange ?
- Divert trucks to 605/Orange County.
- Use more streets . . . rather than freeways.
- Build double deckers . . . with truck dedicated lanes
  - Other cities have them.
- How about developing a monorail/trolley public system?
- Repair the I-710 Freeway --at least the potholes.
- Is there room for increased number of lanes? Along the freeway on the riverbank . .

## **Congestion**

- What does the expansion look like?
- Use more trains instead of trucks
  - Alameda corridor should be used to capacity before we expand

- We are against expansion.
- What percentage of traffic comes from port?
  - Trucks should travel at night – use Alameda corridor for day use.
- For truckers to (be required) to pay more on top of other fees is not a solution!

### **Closing and Next Steps**

It was announced that the next Tier II Meeting would be held on March 11 at 6 pm at the Teamsters Building at 3888 Cherry Avenue in Long Beach. All meeting participants were invited. In closing, CAC members thanked the audience for their participation. They emphasized that, as their representatives, CAC members would not allow plans to proceed without careful analysis.

## **Long Beach City Council I-710 Oversight Committee Summary of Outreach and Actions**

Tonia Reyes Uranga, Chair  
Councilmember  
7<sup>th</sup> District

Bonnie Lowenthal  
Councilmember  
1<sup>st</sup> District

Val Lerch  
Councilmember  
9<sup>th</sup> District

The Long Beach City Council I-710 Oversight Committee was appointed on June 17, 2003, charged with the responsibility of addressing the significant policy issues that the City faces regarding the improvements to the I-710 Freeway. This Committee began working with residents and businesses along the I-710 Corridor to develop a solution for improving the I-710 Freeway that serves both the traveling public and the residents and businesses that are most impacted by the I-710 Freeway.

Long Beach residents first voiced their concerns during the I-710 Major Corridor Study, a multi-agency regional study charged with developing an overall strategy to improve the I-710 Freeway from the Port to the I-60 Freeway. That study, which had identified hundreds of homes in Long Beach to be taken, has been set aside and a new process is underway to allow greater input from all of the communities along this 18-mile corridor.

The I-710 Oversight Committee has hosted 20 community meetings and workshops since August 2003, which have been attended by hundreds of Long Beach residents. The meetings were designed to gain input and to share information regarding the concerns of those most impacted by the operation of the I-710 Freeway.

At its initial meeting, the Committee and the City Council approved a number of actions, including the following Guiding Principles to provide a framework for the development of a locally preferred strategy for the improvement of the I-710 Freeway:

### GUIDING PRINCIPLES FOR THE IMPROVEMENT OF I-710 FREEWAY

1. Improve public participation in the development and consideration of alternatives to provide technical assistance to facilitate effective public participation.
2. Identify and minimize the cumulative exposure to toxic pollutants *and noise* for neighborhoods in the affected areas. Minimize right-of-way acquisitions to preserve existing housing, businesses and open space. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels. Improve safety by reducing truck/automobile conflicts through improved roadway design.
6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems.

After hosting several community meetings, it became clear that the design of freeway improvements was just a part of the concerns of the residents along the corridor. On October 23, 2003, the I-710 Oversight Committee adopted the recommendation to acknowledge and address the four key issues that the community is most concerned about through a series of Community Roundtable Workshops. Those issues were:

## KEY COMMUNITY ISSUES AND CONCERNS

*Approved by the City Council on 11/04/03*

1. Loss of Property and Neighborhood Impacts
2. Health, Environment and Noise
3. Truck Congestion, Safety and Impacts
4. Port Issues

Based on these concerns, the Long Beach I-710 City Council Oversight Committee held four community roundtable workshops:

January 22, 2004	Health & Environmental Concerns
January 29, 2004	Preserving Neighborhoods
February 5, 2004	Port Operations and the I-710 Freeway
February 12, 2004	Truck Congestion and Safety

Almost 350 people attended the four roundtable workshops where residents were able to interact with experts and get answers to their questions about the issues they care most about in regards to the I-710 Freeway. All four workshops were moderated by a local resident, with participation from community leaders and experts from various agencies, including the California Air Resources Board, the South Coast Air Quality Management District, Caltrans, Gateway Cities Council of Governments, the Army Corp of Engineers, and the Alameda Corridor Transportation Authority.

Each workshop generated a list of recommendations for the Long Beach I-710 Oversight Committee to consider as part of the planning process. The recommendations were considered by all of the community in attendance, and only those issues that received a consensus vote were included on the list to be brought forward to this committee. The consensus community recommendations were presented by representatives of the community that participated in formulating these recommendations, and were received and filed by the Committee at their meeting on February 25, 2004, and forwarded to the City Council and the regional I-710 committees that are continuing to meet on this issue.

On a parallel track, the Committee also continued to find common ground regarding the development of design concepts to provide guidance to the engineering consultant hired by the City, Meyer Mohaddes Associates (MMA), in the development of a Long Beach strategy to improve the I-710 Freeway. Design concepts were approved by the Committee on October 23<sup>rd</sup> and 28<sup>th</sup>, 2003:

## DESIGN CONCEPTS TO IMPROVE THE I-710 FREEWAY

*Approved by the City Council on 11/04*

1. Eliminate unnecessary truck ramps at the 91 Freeway interchange to minimize right-of-way impacts.

2. Utilize the space between the existing freeway and the Los Angeles River to add capacity and minimize right-of-way impacts.
3. Separate cars from trucks at-grade for increased safety wherever possible, and construct elevated structures only when necessary to minimize right-of-way impacts.
4. Modify existing freeway on- and off-ramps to use “diamond” designs where possible to minimize right-of-way impacts and expand opportunities for green space.
5. Eliminate the Terminal Island Freeway extension to the I-710 Freeway.
6. Redesign the Shoemaker Bridge and realign the ramps into downtown Long Beach to expand Cesar Chavez Park.

As community meetings continued, MMA began the process of developing a design concept for the eight mile of freeway in Long Beach, with the understanding that the City was looking for a systems approach that addressed the issues and concerns of the residents as a condition of any physical improvements to the I-710 Freeway.

On March 18, 2004, after ten community meetings spanning seven months, a draft locally preferred strategy of the mainline improvements was presented to the I-710 Committee, which was released for comment. The draft strategy was presented at seven community meetings hosted by interested neighborhood associations:

- |                  |                                     |
|------------------|-------------------------------------|
| ▪ March 25, 2004 | West Long Beach Association         |
| ▪ April 5, 2004  | Wrigley Association                 |
| ▪ April 7, 2004  | ProWest Neighbors United            |
| ▪ April 8, 2004  | West End Community Association      |
| ▪ April 21, 2004 | Coolidge Triangle Homeowners Assoc. |
| ▪ May 10, 2004   | Sutter Academy                      |
| ▪ May 12, 2004   | Los Cerritos Elementary School      |

The Committee also held two additional meetings to consider the comments and revisions to the draft plan that resulted from this series of meetings:

- |                |                                      |
|----------------|--------------------------------------|
| April 26, 2004 | Update on comments to Draft strategy |
| May 19, 2004   | I-710 Citywide Town Hall Meeting     |

Numerous comments were received regarding the physical improvements proposed in the draft plan, which has subsequently been revised, as well as continuing concerns expressed regarding air quality, the impacts from Port operations and safety.

The policy of this Committee has continued to be that any physical improvements to the I-710 Freeway must also address the key issues and concerns that have been raised by the Long Beach community, and should also incorporate a systems approach that includes:

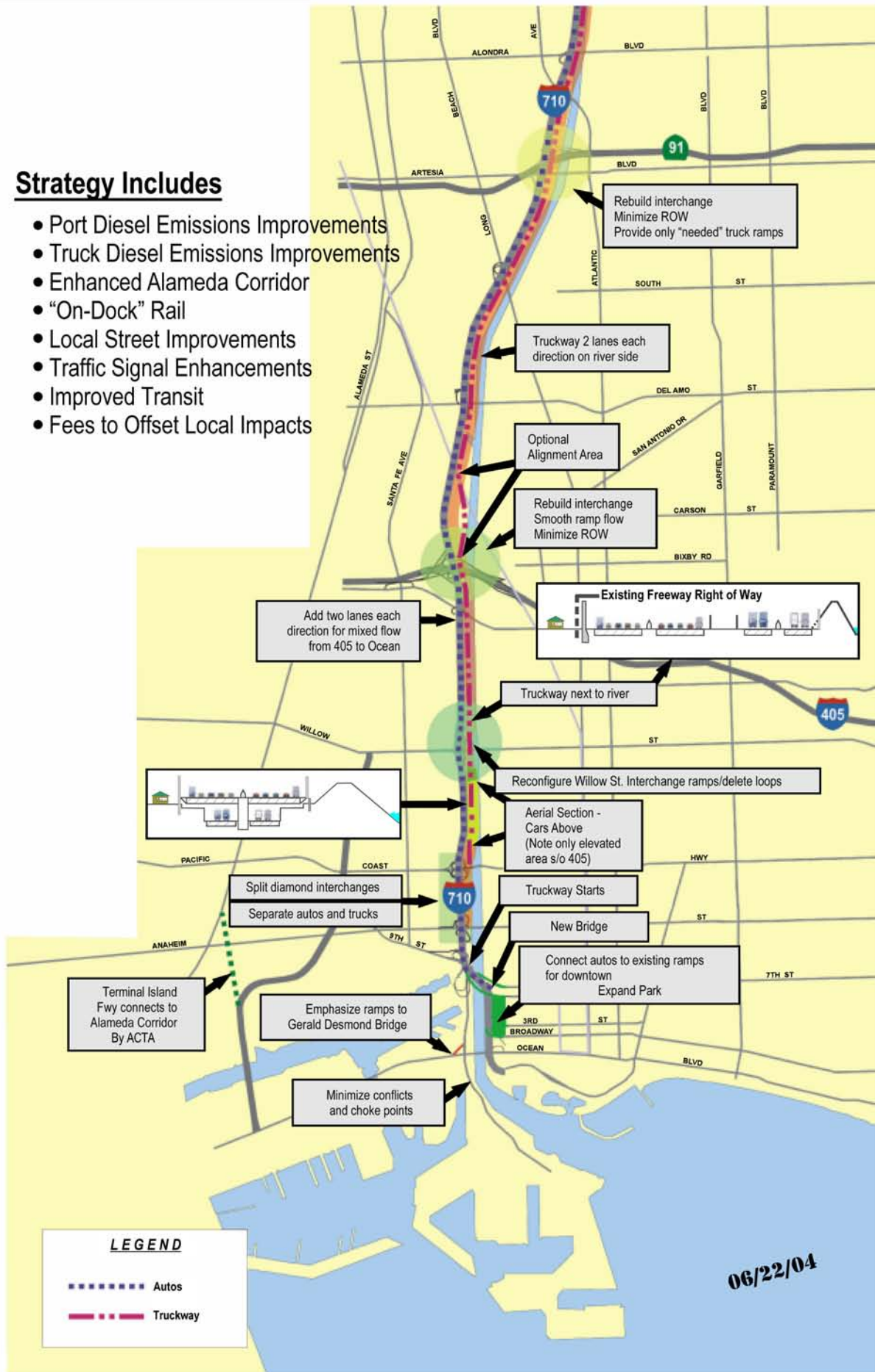
- Port diesel emission improvements
- Truck diesel emission improvements
- Enhanced Alameda Corridor

- On-dock rail
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts

Toward that end, this systems approach, along with the recommendations that have been collected regarding the community's concerns, have been and will continue to be a part of the City's I-710 Locally Preferred Strategy. An illustrated map has been developed that summarizes the more detailed design developed by MMA for the Long Beach I-710 Locally Preferred Strategy. This strategy, which includes more detailed maps of proposed improvements was approved by the I-710 Oversight Committee on June 16, 2004 and by the City Council on June 22, 2004. It was forwarded to the regional I-710 Oversight Policy Committee and its subcommittees for incorporation into the locally preferred strategy for the full 18-mile I-710 Freeway Corridor.

## Strategy Includes

- Port Diesel Emissions Improvements
- Truck Diesel Emissions Improvements
- Enhanced Alameda Corridor
- "On-Dock" Rail
- Local Street Improvements
- Traffic Signal Enhancements
- Improved Transit
- Fees to Offset Local Impacts



**I-710 MAJOR CORRIDOR STUDY**  
COMMUNITY ADVISORY COMMITTEE  
**LYNWOOD**  
Bateman Hall

MEETING #1  
DECEMBER 8, 2003

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MEETING SUMMARY

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**INTRODUCTION**

On Monday, December 8, 2003, the first City of Lynwood Community Advisory Committee Meeting was held at Bateman Hall to delve into issues and opportunities related to the I-710 Major Corridor Study. Community Advisory Committee members that attended were Pulette Bradley; Maria Lopez, School Board Member; Rene Luna; Jim Morton; Martina Rodriguez, School Board Member; and Rod White. Joe Wang, Assistant City Manager, was also present.

Katherine Padilla of K. Padilla & Associates facilitated the meeting, while Esmeralda Garcia, Deputy Project Manager of Moore, Iacofano, and Goltsman, Inc., graphically recorded participants' comments and questions.

The Agenda of the December 8, 2003 Meeting is attached to this summary of Comments and Questions.

**MEETING DISCUSSION**

The Meeting began with an overview of the I-710 Major Corridor Study project history. The purpose, roles and responsibilities of the Community Advisory Committee (called Tier I) was then presented by Esmeralda Garcia. She also explained the entire process of seeking community-based solutions, which includes analysis of the Tier I committee-generated solutions by the Tier II committee. The ad hoc group is composed of stakeholders and experts appointed by the Oversight Policy Committee and representatives from cities along the 18-miles stretch of the I-710 Corridor. This committee is charged with addressing the "big picture" by seeking *Corridor-wide* solutions to address the I-710 Freeway issues.

CAC members unanimously selected Mr. Rod White as their representative to the Tier II committee.

Committee members then reviewed and approved the Oversight Polity Committee Guiding Principles.

## Key Concerns

CAC members began to state their key concerns about the I-710 Freeway. They centered on two key issues: Safety and Air Quality. They also proposed suggestions to help address those issues. Their suggestions are presented below *in italics*.

### Safety

- *Install surveillance cameras at areas known to be unsafe in order to reduce hit and run accidents and dangerous, illegal driving behavior.*
- *Minimize Truck accidents by segregating truck /auto traffic.*
- *Explore methods to reduce truck traffic.*

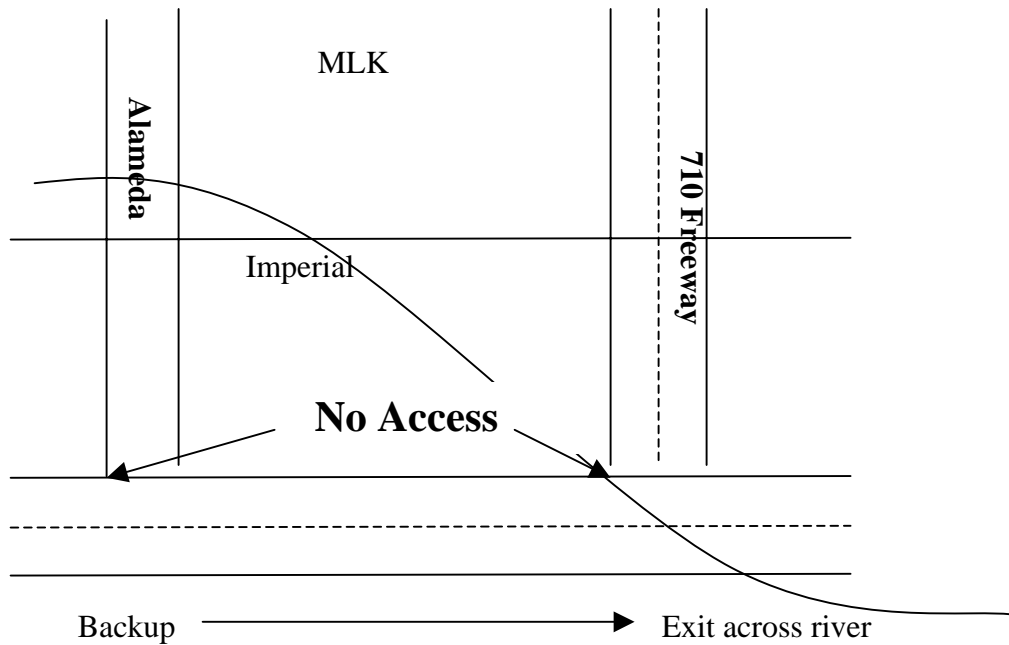
### Air Quality

- *In general the poor air quality in Lynwood is a major concern*
- *Improving the AQ is VERY important.*

## Options

Committee Members then generated the following list of options for resolving some of the I-710 issues:

- Improve safety by implementing public education campaigns aimed at increasing awareness of how to share the road safely with trucks, and through greater enforcement and emphasis on adequate truck driver training and licensing.
- Explore the possibility of constructing a truck-dedicated elevated roadway above the riverbed that runs parallel to the I-710.
- Consider double decking the I-710 Freeway with truck-designated lanes.
- Study the possibility of developing a light-rail system that follows the course of the I-710 with stations readily accessible to Lynwood residents.
- Provide landscaping along the I-710 in Lynwood. Ensure that landscaping creates an aesthetically pleasing, safe environment.
- Provide sound walls to buffer residential neighborhoods.
- Extend the median barriers along the entire stretch of the Freeway.
- Limit truck traffic hours.
- Improve access to Lynwood by developing more off-on freeway ramps.
- Explore utilizing Alameda and Imperial as the major mobility corridors for through truck traffic. (See the following illustration)



## Other Issues

Participants also highlighted other concerns:

- The new High School is too close to the I-710, which increases the possibility of exposure to poor air quality for students.
- Truck noise vibration is disturbing for residents adjacent to the freeway and nearby streets used as truck corridors.

## Stakeholders

The committee discussed stakeholders who should be included in helping to evaluate solutions, including:

- Schools
- Businesses
- Community organizations, such as Rotary
- Coordinating Council

## Next Meetings

The next Community Advisory Committee meeting dates were set:

- January 5, 2003 – CAC only to discuss and refine the Options presented in this Meeting Summary

- January 15, 2003 – CAC and the facilitation team to present the options to the community for review and feedback.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**LYNWOOD**  
Bateman Hall

**MEETING #2**  
JANUARY 15, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

On Thursday, January 15, 2004, the City of Lynwood Tier I Community Advisory Committee (CAC) met at the Bateman Hall in Lynwood. The meeting was held to review the preliminary options/alternatives developed by the CAC during previous meetings. Mr. Rodney White, CAC Chair, presided over the meeting. Other CAC Members who attended were: Martina Rodriguez, Paulette Bradley, Jim Morton and Loreen Reed. Joe Wang, Assistant City Manager, City of Lynwood, was present, along with Jerry Wood, engineer consultant for the Gateway COG, who served as a technical resource to the committee. Members of the public also attended and the Committee solicited their ideas and suggestions about the options/alternatives. Sixteen people attended the meeting including the Committee.

Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman, Inc. (MIG) facilitated the meeting, and Katherine Padilla graphically recorded participants' comments and questions. After explaining the purpose of the meeting, Ms. Garcia guided participants through a discussion of the preliminary options. Consequently, the options were then evaluated and refined.

**OPTIONS DISCUSSION**

Meeting participants discussed the options that they felt would be most effective in resolving the community of Lynwood's unique issues and concerns. The following are the options/alternatives that Rodney White, as Chair of the Lynwood Community Advisory Committee, will present the following options to the Tier II membership at its first meeting on February 3. (The Tier II meeting is particularly significant because it will be the first meeting at which CAC representatives from each city along the I-710 will present their preliminary options for open discussion).

- Double deck along the I-710 in order to separate trucks from autos. (The Harbor Freeway is a good model.)
  - ✓ Limit the hours of operation of trucks, or increase fees during peak hours.
- Build a truck-designed elevated roadway within the Los Angeles River.
- Lower fees to promote greater use of the Alameda Corridor for goods transport.
  - ✓ Engage federal support, if necessary.
- Build sound walls along the entire I-710 to buffer noise in residential areas.
  - ✓ Where necessary, use similar sound mitigation methods that airports are employing.
- Improve lighting/add lighting on the I-710.
- Provide landscaping to beautify the I-710 Corridor.
- Support a light rail extension that connects Lynwood to other light rail systems.
- Study Josephine, Rosecrans, Martin Luther King Boulevard, Abbott, and Carlin in order to determine traffic flow improvements that are needed (as part of the EIR process involved in the I-710 improvements).

Jerry Wood also presented the following option for consideration by the CAC and community members:

- Build a truck-designed roadway, and truck facilities, along the I-710 between the existing Freeway and the Los Angeles River.

## **OTHER COMMENTS**

Additional issues and concerns that were discussed included:

- The need for more public education to educate drivers about safety tips when driving near/with trucks;
- The needed for more enforcement to ensure that all trucks are well-maintained;
- The need for more stringent air quality standards that address the excessive pollution generated by diesel-using trucks. Meeting participants expressed deep concern that youth in Lynwood are exposed to unhealthy air quality.

## **NEXT STEPS**

Mr. Rodney White, Chair of the Lynwood Community Advisory Committee, will update the Tier II Committee on the Lynwood CAC's recommendations during their first meeting. The community is invited to attend this Tier II meeting. Mr. White will then report to the Committee during their third meeting, which will be facilitated by the consultant team. They will be responsible for coordinating with Mr. White the format of the meeting, as well as the date, time, and place.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**LYNWOOD**  
Bateman Hall  
**MEETING #3**  
APRIL 13, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

The City of Lynwood Community Advisory Committee (CAC) held its third meeting on Tuesday, April 13, 2004 at Bateman Hall. The CAC, which over the past few months has diligently explored the range of issues surrounding the I-710 Freeway, planned the meeting to seek broad community input. Community Advisory Committee members that attended were Paulette Bradley, Lorene Reed and Ron White, as Chair of the CAC, presided over the meeting. Joe Wang, Assistant City Manager, was also present. Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, attended and presented preliminary design comments based on the ideas generated by the committee in previous meetings.

Esmeralda Garcia, Deputy Project Manager of Moore Iacofano and Goltsman, Inc., facilitated the meeting while Katherine Padilla, of Katherine Padilla & Associates, graphically recorded participants' comments and questions.

**MEETING DISCUSSION**

After welcome and introductions, Mr. Wood revealed a draft design concept depicting I-710 improvements that address a range of issues including: traffic flow; access through on-and-off-ramps directly to Lynwood; separation of trucks and cars through a proposed truck-dedicated, four-lane roadway along the LA River; and noise. The committee members' comments are captured in the following synopsis.

- Will there be opportunities to provide additional on-and-off-ramps to Lynwood from the 105 Freeway?
  - *There are opportunities to add a new on-and-off-ramp from the 105 Freeway.*
- How much of the I-710 Freeway Design Concept is elevated?
  - *It occurs only at a few locations where dictated by space constraints.*
- On the elevated portion of the freeways, what are on the sides (of the roadways)?
  - *Probably fifteen-foot high sound walls.*

- While sound walls are shown along the freeway near residential areas, in some areas they are not shown. Why is that?
  - *Where no sound walls are shown on the Design Concept, it is because the adjacent buildings are industrials (in usage). Additional studies will be conducted to confirm the need and location of the sound walls.*
- Is the bike trail still located on the east side of the river?
  - *Yes.*
- What is the duration of any potential construction for improvements? Six to seven years?
  - *Yes, it may take that long. It will be phased. Arterial improvements will be probably done first.*
- How will owner operator of older trucks have the funds to retro-fit their vehicles?
  - *Funding strategies are being addressed by Tier 2 and will continue to be explored through other sources.*

## CONDITIONS OF APPROVAL

Participants then discussed how to ensure that their community's most important interests were addressed. They identified the City of Lynwood's "Conditions of Approval" for allowing I-710 improvements. They emphasized it was imperative that:

1. THE LEVEL OF AIR POLLUTION BE REDUCED NOW! Steps must be taken immediately.
2. Beautification of areas will take place through landscaping and maintenance of landscaping, particularly where the cloverleaf portion of the I-710 freeway may be reconfigured as a future improvement.
3. Provide an on/off-ramp to Lynwood from the 105 Freeway.
4. Conduct a pavement analysis of city streets before and after construction of arterial improvements and I-710 improvements to assess whether damage has occurred. If streets have been damaged, the responsible agency/entity shall pay for and conduct repair in a timely manner.

## TIER 2 COMMITTEE UPDATE

Facilitator Esmeralda Garcia provided an update of the Tier 2 Committee's progress by describing the issues that had been addressed over their past four meetings. She also related that the issues had been categorized into the six following topics:

1. Jobs and Economic Development
2. Noise

3. Congestion and Mobility
4. Community Impacts, Enhancements and Quality of Life, including Open Space
5. Design Concepts
6. Processes for Decision-making

Mr. White, who as Chair of the Lynwood CAC, serves on the Tier 2 Committee, described his experiences and impressions. He remarked that learning about economic impacts from logistics industry and Port activity was particularly enlightening. He explained that hidden costs, such as illness and stress that can be traced to air and noise pollution, are burdens that community members of Lynwood (and other I-710 corridor cities) must bear at disproportionately high levels. These costs, however, are not shared by industries or other communities who are benefiting from the excessive use of the I-710 by trucks and from the use of ships and trains that also contribute to the air pollution. While the region was eager to be known as the Number 1 importer, it was now important to allocate some of the funds to protect communities in the corridor, according to Mr. White.

Another CAC member commented that “getting used to” and accepting the high level of noise had been a part of her life. Through her participation, she realized that all these issues were detrimental to the quality of life in Lynwood. She expressed her gratitude at being a part of the Community Advisory Committee because she found it to be empowering.

#### **NEXT STEPS**

Overall, members of the Community Advisory Committee expressed their approval of the Design Concept. The Committee agreed that their next steps will be to review the Design Concept with other CAC members who were absent that evening and poll them for their response. The Committee will then write a letter to the City Council reflecting the group’s opinion of the Design Concept.

CITY OF SOUTHGATE  
710 FREEWAY TIER 1 COMMUNITY ADVISORY COMMITTEE  
LIST OF ISSUES, CONCERNS AND RECOMMENDATIONS  
FOR TIER 2 COMMUNITY ADVISORY COMMITTEE  
FEBRUARY 3, 2004

**SAFETY**

1. Additional enforcement is needed by CHP to limit speeds on freeway
2. Add truck inspection facility

**FREEWAY IMPROVEMENTS**

1. Separate cars and trucks
2. Redesign W/B Imperial off-ramp
3. Redesign Imperial Highway Interchange with diamond like ramps
4. Develop 2<sup>nd</sup> exit to Thunderbird Villa Mobile Home Park
5. Move or adjust existing freeway centerline to minimize the right-of-way impacts for proposed freeway improvements
6. Rebuild Firestone Blvd. bridge
7. Address construction staging and impacts of freeway construction to residents of South Gate
8. What is the property acquisition process and how will business be compensated?
9. Utilize River, if necessary
10. Early implementation of safety improvements on freeway. (Concrete barriers, sound walls, CHP, etc.)

**HEALTH AND ENVIRONMENT**

1. Add sound walls (ASAP)
2. Improve Air Quality
  - (1) Reduce diesel emissions
  - (2) Use alternate fuels
3. Study emissions from freeway
4. Subsidies CNG

**ARTERIAL HIGHWAYS**

1. Synchronize signals of parallel arterial highways
2. Improve adjacent/local arterial highways
3. Near term improvements on adjacent arterials due to impact of I-710 such as paving, street widening and channelization

## **AESTHETICS**

1. Beautify freeway and local interchanges
2. Develop landscape/aesthetics guidelines for:
  - (1) Local interchanges
  - (2) Entire freeway

## **GOODS MOVEMENT**

1. Move more cargo by Alameda Corridor
2. Why doesn't Alameda Corridor handle more cargo?
3. Is there an alternate route to move cargo from ports to desired destination(s)?
4. Can ports operate with extended hours of operations (24/7)?

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Progress Park

**MEETING #1**  
**FEBRUARY 3, 2004**

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**MEETING SUMMARY**

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**SUMMARY**

On Tuesday, February 3, the Tier Two Corridor Level Advisory Committee met to discuss issues related to the I-710 freeway. The charge of this Committee is to review key local issues and opportunities identified by the Tier One Community Advisory Committees, consider issues of local and regional importance from a corridor-wide perspective and provide recommendations to the I-710 Major Corridor Study Oversight Policy Committee (OPC). Members invited to attend the first meeting of the Tier Two Committee included: 1) the elected chairpersons of the Tier One Committees; 2) the designated representative of each of the other cities in the corridor; 3) members appointed by the OPC to represent business, environmental, labor and academic interests and expertise in the corridor and 4) the chair of the I-710 Technical Advisory Committee. A roster of members who attended is attached.

Pat McLaughlin of Moore Iacofano Goltsman, Inc. (MIG) facilitated the discussion and Esmeralda García (MIG) graphically recorded the discussion.

Ms. McLaughlin welcomed the group and introduced the I-710 Major Corridor Study Facilitation Team. She reviewed the agenda and explained the meeting objectives, which included: review the Advisory Committee process, receive an update on the Tier One process to date, discuss member expectations and goals for the process, review member interests and expertise and identify potential additional members to be named to the committee. She introduced Richard Powers, Executive Director of the Gateway Cities Council of Governments, who provided an overview of the I-710 Major Corridor Study history and the Oversight Policy Committee's Guiding Principles.

**MEETING DISCUSSION**

**Expectations**

Ms. McLaughlin asked the group to state expectation of the process during the self-introductions. The following outlines the members' expectations of the process.

- Continued public participation/involvement beyond Phase I
  - Business
  - Residents
  - Labor
- Develop partnerships with other corridor communities and stakeholders
- Engage in creative long-term planning for the corridor and communities
- Strengthen political and policy-level support – especially for funding of future improvements

- Consider open space, focusing on preservation and development of partnerships that lead to sustainability
- Look at balancing international trade with the local economy
- Conduct effective regional transportation planning that supports economic balance
- Develop long-term as well as short-term solutions

**Issues and Opportunities**

The Committee discussed a number of issues related to the I-710 freeway and opportunities to address these issues. *(Note: The issues and opportunities have been organized in categories consistent with the information gathered during the Tier I Committee Meetings.)*

**Health**

Health is an issue of concern and needs to be identified as an issue of major importance in the Major Corridor Study.

Issue	Opportunity
Pollution from diesel emissions	Pollution reduction strategies <ul style="list-style-type: none"> <li>• Control devices (catalysts), filters, retrofits, and restriction of truck operations</li> <li>• Engine/truck replacements</li> <li>• Conversion programs</li> <li>• Use of alternative fuels (emulsified diesel, biodeisel)</li> <li>• Increase inspection and oversight of polluting trucks</li> </ul>
Damage to health from emissions	

**Community Impact**

Issue	Opportunity
Threat of right-of-way acquisitions especially in communities with low-income residents <ul style="list-style-type: none"> <li>• Homes</li> <li>• Businesses</li> <li>• Parks</li> </ul>	Identify alternative truck routes <hr/> Design to avoid impacting homes, businesses and parks

**Safety**

Issue	Opportunity
Increase in truck traffic creates safety hazards	<ul style="list-style-type: none"> <li>• Increased inspections</li> <li>• Regulations</li> <li>• Maintenance programs</li> <li>• Separate truck and auto traffic</li> </ul>

**Congestion**

Issue	Opportunity
Increase in goods movement	Consideration of 24/7 port operations
	Sharing impacts of corridor and balancing movement of goods between trucks & ships in the south and trucks & rail in the north
	Local traffic mitigation as a short term solutions
	Use other freeways as routes for trucks
	Use of other ports

**Other**

Issue	Opportunity
	Working with labor as a resource during construction phase

**Ground Rules, Group Processes and Protocols**

Ms. McLaughlin asked the group to develop a set of group ground rules and guidelines for processes and protocols. In response, committee members recommended the following:

- Meetings will begin and end on time
- The COG will send committee members materials in advance of the meetings
- Given the short timeframe and importance of meetings, members will make all efforts to attend. However, if absolutely necessary, substitutes may attend as authorized by their appointing authority:
  - For Tier One: The Tier One Committee
  - For Other Cities: The City appointing authority (Council)
  - For OPC Appointees: No alternates were anticipated or appointed by the OPC.

### **Additional Representatives**

After reviewing member expertise and interests, and following public comment, the Committee unanimously voted in Angelo Logan as an additional member representing the Coalition for Environmental Health and Justice.

### **Expert Resources**

The Committee requested that representatives from the following be invited to attend the regular meetings of Tier Two as expert resources:

- BNSF & UP Railroads
- Alameda Corridor Transportation Authority (ACTA)
- California Highway Patrol (CHP)
- California Department of Transportation (Caltrans)
- Southern California Air Quality Management District (AQMD)
- Port of Los Angeles and Long Beach representatives

### **Resource Presentations**

In addition, the Committee requested that the COG arrange for the following resource presentations to the Committee:

- State legislation and legislative remedies
- Alternative fuels
- Regulatory processes and opportunities

### **Additional Documentation**

The Committee requested that the COG provide the following additional resource documents prior to the next Tier Two meeting:

- The five alternatives considered by the Oversight Policy Committee in Spring of 2003
- Environmental Justice Guidelines

### **Next Meetings**

The Committee determined that the majority of members would prefer the following meeting dates:

- Thursday, February 26
- Thursday, March 11
- Thursday, March 25 (if needed)

All meetings will be held starting at 6:30 p.m. and ending at 9:00 p.m.

### **Public Comment**

One public comment concerning the need for environmental justice awareness was received.

### **Adjournment**

The meeting adjourned at 9:15 p.m.



**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Teamsters Building Auditorium

MEETING #2  
FEBRUARY 26, 2004

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**MEETING SUMMARY**

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**INTRODUCTIONS AND REVIEW OF AGENDA**

Facilitator Pat McLaughlin of MIG opened the meeting and asked Tier 2 Committee members to introduce themselves, including the city or organization they represented. She reviewed the agenda and introduced the evening's two resource presentations – Dr. Joe Maggadino of Cal State University Long Beach and Art Goodwin of the Alameda Corridor Transportation Authority and author of the Q&A document included in the Committee's agenda packet.

**RECAP OF FEBRUARY 3, 2004 TIER 2 MEETING AND APPROVAL OF MEETING SUMMARY**

Ms. McLaughlin briefly reviewed the outcomes from the Tier 2 meeting. Two representatives of the Committee expressed concerns that the meeting notes did not adequately reflect the strength and nature of comments on certain issues – most notably health issues. The Committee deferred approval of the meeting notes to the March 11 Committee meeting to allow MIG to amend them and add comments submitted by the Committee.

**ISSUES AND OPPORTUNITIES DISCUSSION**

Ms. McLaughlin introduced Sam Gennaway from MIG as the discussion facilitator for the evening. Mr. Gennaway reviewed the objectives for the discussion, which were:

- Document all of the issues along the I-710 corridor by individual City and corridorwide
- Determine commonalities of issues and begin discussion of potential opportunities, leading to the next meeting's discussion of common views of opportunities and solution, along with identification of differences.

He stated that cities would be called on in alphabetical order to outline their issues and opportunities and that the expert and interest group representatives on the Committee would then be asked to give their perspective on issues. Following is a synopsis of individual and common issues raised, along with potential opportunities.

**City of Bell**

*Not present*

**City of Bell Gardens**

- The three greatest concerns expressed by community members have been:
  - Health and air pollution
  - Safety

- Property acquisition
- Congestion on arterials from neighboring cities is also a significant concern
- Trucks do not adhere to designated routes – enforcement is needed
- Speed limits should be enforced
- There is concern about impacts on the City’s park and casino
- Landscaping is needed along the freeway

**City of Carson**

- What the 710 is to Long Beach, the 110 is to Carson
- The Alameda Corridor causes problems for the City
- The potential bridge extension is a concern
- Too much truck traffic causes air and noise pollution
- Traffic on Alameda Boulevard impacts residents

**City of Commerce**

- Pollution and health impacts are the #1 concern
- The 710 and Interstate 5 improvements threaten homes and parks, which are already in short supply in the corridor
- Commerce and the area are becoming an intermodal hub, causing a whole range of problems: light and noise, safety, impacts on land and impacts on the local economy
- Rail yards are full to capacity
  - Access causes congestion. Atlantic/Bandini need to be reconfigured.
  - Washington Boulevard is backed up with trucks past Slauson

**City of Compton**

- There is a lot of concern with the human impact of the 710 corridor
- There is a housing crisis and displacement and taking of homes is making the situation worse
- The impact to businesses will “run down” our community
- Sound barriers are needed
- Compton Creek is a resource that needs to be considered
- Overall, natural resource impacts, including urban runoff, are concerns
- There is impact beyond the 710 – for example, what happens to the 91 corridor?
- Safety is a concern for our residents
- The impact to arterials if there are improvements to the freeway
- The economic benefits to the corridor communities need to be addressed

**City of Cudahy**

- The 710 has a negative impact on the community
- Use of the Alameda Corridor is a concern – we do not understand why it has not met public expectations

**City of Downey**

- Health impacts are a concern
- There is no access to the City of Downey from the West

- Cut through truck traffic causes safety and congestion problems

### **Community of East Los Angeles**

- Homes and business should not be taken
- The 710 has a negative impact on Brooklyn and Cesar Chavez
- The 3<sup>rd</sup> Street exit should be changed so that a hard right is made on 3<sup>rd</sup>.
- Land acquisition that was planned moves the freeway closer to homes
  - There are already too many community facilities close to the freeway
- Air quality and health are great concerns and should be addressed through alternative fuels and enforcement
- Enforcement of the speed limit is lacking
- Goods movement should be diverted to other ports
- Policies should encourage 24/7 port operation
- Policies should encourage use of the Alameda Corridor
- Provide local businesses with incentives to accept delivery during non-peak hours
- Any expansion to I-710 would create a bottleneck at ELA

### **City of Huntington Park**

*Not present*

### **City of Long Beach**

- Health is the #1 concern
  - This includes noise impacts
- The #2 issue is preservation of homes
- Port expansion is a concern to citizens. Improvement to the 710 could enable the Port to expand further
- Some solutions to pollution are:
  - Decrease the idling of ships and implement a clean ship policy
  - Reduce truck and auto emissions
- Inspection is spotty at the ports, which impacts security
- Refineries create a plume from the ports
- Aesthetics of the corridor should be improved.
- Long Beach is developing design concepts which should be incorporated
- San Pedro and Wilmington are impacted by ports and 710 Freeway issues and these impacts should be considered

### **City of Lynwood**

- Concerns were shared with the committee at the last meeting
- Health is the #1 issue
- Safety and community impacts are also concerns.
- Access to our city is an issue – there is only one way from the 105 freeway
- A light rail line should be part of any improvements to the freeway

### **City of Maywood**

*Not Present*

### **City of Paramount**

*Not Present*

### **City of South Gate**

- Health is a large concern
- Ancillary roads are in poor repair:
  - Garfield
  - Alameda
  - Lakewood
  - Firestone
- Signals should be synchronized
- The Metro Rapid idea should be applied to trucks
- Port expansion can have negative effects on cities
- Balance economic development is needed – warehouse industries are not the best businesses for our community
- It is important to pay attention to aesthetics, which are important to keep and attract residents

### **City of Vernon**

- Railyards are eating up property
- Parking lots do not equal jobs
- Trucks should be required to have clean fuels
- There should be dedicated truckways into railyards – BNSF and UP should be at the table
- There should be a near-dock intermodal facility
- The Ports should have 24/7 operations
- The City's issues, raised in numerical order are:
  1. Dedicated truck lanes
  2. Near dock state of the art intermodal facility
  3. Reconfiguration of Atlantic and Bandini
  4. Heavy impact on Washington Blvd.
  5. Need for an exit at Slauson
  6. 24/7 port operations with goods movement from harbor to intermodal facilities from 11-4 AM
  7. Too many warehouses as a result of growing imports
  8. The inter modal facility at the USAF site at Bandini and Atlantic

### **ISSUES IDENTIFIED BY OPC APPOINTEES**

The Oversight expert and interest group representatives were asked to provide their insight on issues that had been raised – and any additional issues that needed to be considered by the committee as a whole. The following is a synopsis of these observations by category:

#### **Rivers, Watersheds and Open Space**

- Runoff and watershed health need to be addressed
- Permeable surfaces should be retained

- The 710 should be viewed as a way to increase open space with the Los Angeles River, including bikeways and pedestrian access
- Improvements should create linkages with open space and river property
- Schools, parks and open space are scarce and important resources for communities and children in the corridor – special care should be placed on protecting them.

### **Community Engagement and Committee Process**

- Tier 1 community level representatives are actively engaging their communities in discussion of corridor improvements
- Three of community representatives from cities without Tier 1 committees commended the community engagement process, particularly the ability to hear and learn directly from the Tier 1 chairs
- One of the OPC appointed members on the committee questioned the role of the facilitators and expressed concern that the group was being asked to re-iterate issues discussed at the previous meeting. Two additional committee members repeated this concern.
- The ports should be at the Committee meetings
- There are global issues such as the changing economy, increase in imports and pollution that are not solvable by simply addressing them via 710 Freeway improvements or port restrictions. The Committee should also focus on more immediate, implementable improvements such as safety barriers, traffic and neighborhood intrusion of trucks.
- Set long term goals and develop immediate solutions to address congestion
- This is a corridor. As such, we should improve transit access as well.

### **Health Impacts**

- The #1 issue is air quality and health. This view is shared by most of the Committee members.
- Widening the freeway only brings it closer to homes, schools and parks, exacerbating the problem
- There should be a policy to deal with the impacts before expanding the freeway: health, air quality, the community
- Health costs should be calculated and their offset on economic benefits should be measured
- Polluters should be required to subsidize community and health programs required as a result of their pollution
- The pollution issues is national – there needs to be action in Washington, D.C on aggressive pollution reduction strategies
- Clean fuel initiatives should include trucks, trains and ships
  - One representatives expressed the view that all vehicles are polluters
- California vehicles are not the largest part of the problem – vehicles from other states and nations are a large part of the problem
- Truck replacement is a start but we need to accelerate it
- Health impacts of moving from the freeway to arterials should be considered
- Noise is a considerable issue corridor wide

### **Jobs and Economic Development**

- Impact on jobs from warehousing and imports is a significant negative
- We should require companies who locate here to employ here

- There is a question as to whether this shift to warehousing and distribution is a sustainable economy.
- We need to determine the net impact of international trade on communities – is it a positive or a negative?
- There are significant “upstream impacts” of port expansion to accommodate the increase in imports – specifically, replacement of manufacturing with warehousing
- The corridor is very important to the economic health of the City of Long Beach. The perception of accessibility to the larger Los Angeles urban area is key.

### **Public Policy**

- NAFTA has created the need for more cross-border controls
- There is an issue of whether to accommodate the growth or prevent it
- One argument is that trucks will continue to move goods with or without imports into the ports.
- Alternative locations for imports will merely change the direction of flow – it is currently from the port to Los Angeles and national consumers. Stemming port growth will only change some of the flow from the Inland Empire into the Los Angeles area
- One opportunity is to re-direct trans-ship containers
- Policies for implementation with the corridor include:
  - 24/7 Port operation
  - Use caps on the Alameda Corridor
  - Alternate parking for trucks
  - Labor policies

### **Other Issues for Consideration**

- East-west and north-south arterials are part of the 710 Plan
- Signal synchronization is being implemented and should be complete within the 5-year timeframe.
- Homeland security at the ports is a concern

### **PUBLIC COMMENT**

Two public comments were received. A representative from Assemblyman Lowenthal’s office, who spoke to the Assemblyman’s bills dealing with port issues and Rocio Lopez a public representative from the City of Bell who spoke to concerns about health issues in the corridor.

### **MEETING CONCLUSION**

The meeting concluded at 9:15 p.m. The next two meetings are scheduled for Thursday, March 11 and Thursday, April 1 at 6:30 p.m. in the Teamsters Building Auditorium.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Teamsters Building Auditorium

MEETING #3  
MARCH 11, 2004

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**MEETING SUMMARY**

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**INTRODUCTIONS AND REVIEW OF THE AGENDA**

The third meeting of the Tier 2 Community Advisory Committee Meeting was held on Thursday, March 11, 2004 at the Teamsters Building Auditorium in Long Beach. Facilitator Sam Gennawey, of Moore Iacofano Goltsman, Inc., opened the meeting at 6:30 p.m. by welcoming participants and asking them to introduce themselves and state the city or organization they represent. Mr. Gennawey then reviewed the agenda with the group. The following resource persons were introduced: Jerry Wood, Engineering Consultant, Gateway COG; California Highway Patrol Officers Morrison and Howard; T.L. Garrett, Port of Los Angeles and Kerry Cartwright, Port of Long Beach; Richard Hollingsworth, Gateway Cities Partnership; Carol Gomez, AQMD; and Mario Gutierrez, California Department of Transportation.

**REVIEW AND APPROVAL OF FEBRUARY 3, 2004 TIER 2 MEETING SUMMARY**

Mr. Gennawey reviewed the first meeting's summary with the committee. It was suggested that the summary be amended as follows: Under the issue "Pollution from diesel emissions" the opportunity, "Increase inspections and oversight of polluting trucks", should be included as an additional bullet. All of the opportunities enumerated would then relate to both issues listed, "Pollution from diesel emissions," and "Damage to health from emissions".

**REVIEW AND APPROVAL OF FEBRUARY 26, 2004 TIER 2 MEETING SUMMARY**

The Committee then reviewed the summary from the second meeting. It was recommended that the summary be amended to include the name of Belinda Faustinos, who was in attendance on February 26, 2004 but did not appear as present on the sign-in sheet.

**MEETING DISCUSSION**

Mr. Gennawey reviewed the categories that the Committee would use to create a framework, or outline, for their recommendations for resolving key issues and concerns. The group concurred with the first six categories of issues (see Issues Categories below). Members then recommended adding two more categories, Noise and Decision-making Process. They further concurred that the category of Community Impacts, Enhancements and Quality of Life would include issues relating to open space and that Health and Air Quality would include dust and certain noise impacts, although the issue of noise was significant enough to warrant a separate category.

**ISSUE CATEGORIES**

1. Health and Air Quality (includes dust)
2. Safety

3. Jobs and Economic Development
4. Congestion and Mobility
5. Design Concepts
6. Community Impacts, Enhancements and Quality of Life (Open Space will be included in this category)
7. Noise
8. Decisionmaking Process: Roles, Involvement, and Environmental Justice

Mr. Gennawey then facilitated the discussion, which began with the committee's top priority issue, Health and Air Quality.

## **HEALTH AND AIR QUALITY**

The Committee began with a discussion of aspects of the issue that should be emphasized. These included:

- Health impacts of pollution on children, particularly those who attend schools and day care centers located along the corridor.
- The health community is increasingly concerned that a large number of very small particles of pollutants can enter the respiratory system and lead to damage to the cellular system.
- Focus of the committee's efforts should be on reduction of pollution; too much emphasis is placed on "no net increase."
- An overall public policy question, "How much the L.A. basin carry?" should be addressed.
- It is important to create a baseline to determine an accurate measure of the level of pollution.
- Root causes of pollution include Port expansion and the increase in the amount of imported goods.
  - There is an overall increase in truck traffic as a result of increased imports and shipping.
  - All transportation corridors are impacted.
- Federal action is needed to enact legislation to address pollution.
  - Some have observed that the Southeast Los Angeles does not comply with Federal Standards for Air Quality.
- Overall reduction of truck and shipping pollutants is needed for all modes, including:
  - Trucks
  - Equipment
  - Trains
  - Boats and Ships
- Hidden costs, including negative health effects, are currently paid for by taxpayers – and by communities along the corridor.
- If 24/7 is adopted, it is important to ensure Port efficiency so that trucks can move in and out quickly.
  - The trucking industry supports 24/7 under these conditions.

## **Potential Opportunities, Strategies and Solutions**

Mr. Gennawey facilitated, and Paul Tuttle of MIG graphically recorded, the Committee's identification of potential opportunities, strategies and recommendations to address the Health and Air Quality issue.

### ***Impact Analysis***

- Define mass and type of particulates that need to be reduced and measure the sources.
- Conduct a study of level of impacts from increased trucking and shipping.
- Direct funds for a study of the feasibility of handling increased goods coming to into the Ports of Long Beach and Los Angeles before determining improvements
  - Study alternatives to reduce imports into the community and the Port.
  - Develop long-term measures to deal with impacts.
- All EIR studies should include:
  - Emission impacts of all modes of transportation, including trucks, buses, rail and yard equipment
  - Impacts on school children riding buses on public thoroughfares
  - Impacts on all schools, daycare and public facilities serving children within ¼ mile of the I-710

### ***Management and Enforcement***

- Use enforcement (such as penalties), inspections, and incentives to control emissions:
  - First, identify the baseline
  - Implement measures to comply with existing standards
  - Determine the levels of overall reduction that is required
  - Ensure actual reduction, not just “no net increase”
  - Since the issue requires controls beyond the local level, state and federal legislation is needed.
- Require ships to use electrical power when in port.

### ***Infrastructure Improvements***

- Install permanent monitoring stations to measure truck and train emission levels. (Current temporary stations provide inadequate and inconsistent levels of information).
- Implement road improvements.
  - Improve road surfaces
  - Improve roadway alignment

### ***Alternative Fuels***

- Make the use of alternative fuels a priority.
  - Reduce use of out-of-state fuel.
  - Couple this strategy with efficiency and alternative fuel requirements.
  - Implement Federal rules identified under MATES II to control trucks.
- Establish a fund that all truckers or shippers must pay into, with funds repaid in the form of rebates, to those who adopt the use of clean air engines for vehicles.
  - Ensure that this program accomplishes the goal of decreasing pollution rather than a pay-to-pollute program.

### ***Fleet Modernization***

- Continue programs to upgrade trucks, such as the Fleet Modernization Clean Air Program.
  - Require that only 1993 and newer trucks be used at the Port.
  - Extend programs to retrofit engines of trucks produced before 1984 retrofit engines of trucks produced through 1984, if possible.

### *Fees and Incentives*

- Include incentives to change vehicle operations. Consider modeling a fee or tax rebate structure after the one used for recycling fees.
- Levy fees on containers to fund air quality improvements and hidden costs:
  - Health care
  - Alternative fuels
  - Construction of I-710 infrastructure
  - Beautification of the corridor, including tree-planting to help improve air quality
- Allow fees and revenues to stay local to deal with area impacts.
- Address current barriers in foreign trade policy (e.g. taxes not allowed) and re-interpret as port fees.
- Require that all vehicles, trucks, ships and trains serving the Port use clean-burning fuel engines.
  - If an incremental approach is used, start with requiring bio-diesel fuel.

### *Legislative and Policy Actions*

- Support pending Bills in the Transportation Committee:
  - AB 2041 (Amend to make sure money stays local, and, in particular, is earmarked for 710 corridor communities)
  - AB 2042 (Zero net increase in air pollution for any expansion at the ports)
  - AB 2043 (Maritime Task Force)
- The Committee should lobby elected officials, at both local and federal (Congressional) levels to implement legislation that funds programs to alleviate air pollution.
  - Get the community involved so that they can advocate for needed legislation.

### **Conditions for Approval of Improvements**

The Committee discussed a further recommendation that conditions for approval be attached to future expansion of the I-710, specifically making approval of new I-710 improvements contingent on first installing measures to reduce air quality impacts. Other Committee members expressed concern that, given the long lead time for planning and designing major capital improvements, that consideration be given to initiation of planning and design while air quality improvements were still being implemented.

### **AIR QUALITY REPORT**

Carol Gomez, of the AQMD, described the MATES II study. The study provided the basis to implement truck rules and regulations to help alleviate the most heavily polluted areas in the LA basin, including the I-710 corridor communities.

### **QUESTION & COMMENTS**

A committee member asked whether air quality of southeast LA is out of compliance with federal standards. Ms. Gomez stated that she would get the answer to the question and that it would be supplied at the next meeting.

## **HIGHWAY SAFETY**

Richard Powers, of the Gateway Cities Council of Government, provided a presentation of Safety Initiatives adopted and promoted by the Oversight Policy Committee (OPC) and currently being implemented. Mr. Powers indicated that these initiatives had been developed subsequent to an I-710 safety workshop sponsored by the OPC in which Caltrans and the California Highway Patrol (CHP). He described the progress on the six elements of the recommendations.

1. Public education and awareness
  - Materials are being produced.
2. Enhanced enforcement
  - CHP has stepped up targeted enforcement
3. Concrete median barriers
  - Caltrans has funding to install concrete median barriers along the entire length of the freeway; these will be installed in phases.
4. Truck inspection facilities
  - Design concepts are being developed.
5. Technology approaches
  - These are designed to improve traffic flow and also reduce emissions through real-time information.
6. Improve infrastructure
  - Specific safety-related design improvements are being identified as part of the current I-710 Major Corridor Study.

## **Potential Opportunities, Strategies and Solutions**

In discussion of potential opportunities, strategies and recommendations to deal with the issue of Safety, the Committee expressed support for safety improvements recommended by the OPC and made the following additional recommendations:

### ***Impact Analysis***

- Explore the rate structure and business models of trucks leaving ports, to learn more about potential obstacles for compliance with safety standards.

### ***Management and Enforcement***

- Limit truck traffic during peak hours.
- Increase enforcement of autos, specifically reduction of speeding.
- Target enforcement of car drivers, who are more likely to cause accidents than truck drivers.
- Meter truck movements out of the Ports to control the flow of trucks onto the freeway.

### ***Infrastructure Improvements***

- Increase the height of median barriers to achieve a twofold objective: increased protection and decreased slowing to view accidents.
- Separate trucks from cars.
- Consider building elevated roadways or truck lane in the riverbed.
  - However, the riverbed should be kept and improved as an open space river corridor, to increase green space as much as possible.
- Improve lighting and signage.

- Provide sound walls to reduce noise impacts to neighborhoods.
- Improve infrastructure, particularly off-ramps, shoulders, etc. Specific areas include:
  - The I-105/710 interchange
  - Atlantic Boulevard
  - Lynwood Avenue
  - Washington Boulevard/710 Interchange.
- Eliminate unnecessary off-ramps.
- Implement diamond rather than cloverleaf interchanges.
- Re-surface the I-710.

### ***Operational Improvements***

- Expand Big Rig Tow program. (A demonstration program to get disabled trucks off freeway as quickly as possible).
- Increase efforts to re-route traffic when freeway segments are shut down.
- Synchronize lights on Alameda and all major thoroughfares.
- Turn off CHP patrol car lights to limit rubbernecking.

### ***Fees and Incentives***

- Provide incentives to encourage more people use public transportation.
  - MTA should have an opportunity to discuss their efforts to improve and encourage the use of public transportation.
- Secure funding to implement the median barriers by 2007.
- Install a meter system (similar to the on-ramp metering) to control trucks coming out of the port along with incentives or penalties to support the system.
- Extend support for a truck replacement program to get newer and safer trucks.
  - Revise the rate structure to support truck upgrades.

## **PUBLIC COMMENTS**

Mr. Gennawey noted that several members of the public had submitted requests to speak. Comments and suggestions presented were:

*Julia Asmus, Ron Hoyt (Bell Gardens residents)*

- There should be no expansion or property takes for freeway improvements

*Ron Hoyt*

- Autos and trucks going to the port on I-710 cause problems. In the short-term:
  - Restrict all 3-axles vehicles to night hours only
  - Restrict 18-wheel trucks from using the I-710 during rush hours
  - Port operations should be extended 24-7
  - Increase enforcement of speed limits and trucks inspection.
- In the long-term:
  - Use DWP right-of-way along the riverbed for expansion
  - Relocate power lines in Bell Gardens area to allow use of the riverbed
  - Implement a (future-oriented) automated conveyor system to transport trailers to rail yards

*Clara Solis*

- Freeway exits should be improved on residential streets to reduce speeds. Improvements should include speed bumps, double fines for speeding in residential neighborhoods and implementation of regular monitoring systems.
- Conduct additional education for car drivers should be educated about how long it takes trucks to stop; consider using comic strips.

*Miguel Rodriguez*

- Health studies should look at 1-mile radius impacts along the corridor and prevailing winds should be taken into account.

### ***Tier 2 Committee Member Comments***

- Dr. Avol noted that at 100 meters (about 1/8 of a mile) concentration of particles drops off to ambient levels. Schools and daycare centers are at higher risk, based on the proximity. There is little benefit in going beyond 100 meters for specific corridor measurements.
- Mr. Carson noted that Dr. Ed Blakely, urban planning professor at Berkeley, has developed drawings of a conveyor system for the Port of Oakland. He suggested that staff locate the drawings.

## **JOBS AND ECONOMIC DEVELOPMENT**

Richard Hollingsworth, economic development for Gateway COG, made a presentation regarding Jobs and Economic Development. Mr. Hollingsworth began by stating that his professional role is to help ensure sustainability for the area by examining three aspects: 1) the economy, 2) the environment, and 3) equity. He made the point that excessive use of the freeway is fueled by population growth among the area's residents, as well. Port growth is not the only factor. He suggested that the Committee consider the following questions:

- How much larger do we want to get?
- What kind of transportation hub do we wish to be?
- What do we wish to be in the future?

Mr. Hollingsworth stated that pollution absolutely must be addressed; he pointed out that the jobs provided by the logistics industry fit the education level of the majority of people who live in communities surrounding the I-710, and that those entry-level jobs provide opportunities for advancement into middle class income levels. However, the real costs of providing those jobs are not borne by the logistics industry, including hidden costs such as damage to health, lost productivity due to congestion.

Mr. Hollingsworth suggested that the Tier 2 Committee needed additional economic data to make wise decisions. He suggested that a cost-benefit analysis be conducted in the next phase to determine the true costs of balancing the elements of the economy, the environment, and equity. Through the cost-benefits analysis, it would be possible to accurately highlight the costs that this region is paying for benefits that other less-impacted areas—including the entire nation--enjoys.

## **COMMITTEE COMMENTS**

The Committee concluded with additional comments under Jobs and Economic Development

- These are global and nationwide issues that other ports throughout the county and world are dealing with.
- A breakdown of jobs created by the logistics industry for each city, area/location is needed.

## **MEETING CONCLUSION**

The meeting ended at 9 pm. The next meeting is scheduled for April 1, 2004. Mr. Gennawey stated that the next meeting would begin with a discussion of potential opportunities and solutions under

Jobs and Economic Development and would also identify potential opportunities and solutions under other areas identified by the Committee.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Teamsters Building Auditorium

MEETING #4  
APRIL 1, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND REVIEW OF THE AGENDA**

On Thursday, April 1, 2004, the fourth meeting of the Tier 2 Community Advisory Committee Meeting was held at the Teamsters Building Auditorium in Long Beach. Sam Gennaway, facilitator, of Moore Iacofano Goltsman, Inc., opened the meeting at 6:30 p.m. He welcomed Tier 2 Committee Members. They introduced themselves and the city or organization they represent. Mr. Gennaway reviewed the agenda with the group and then introduced the following members of the audience who were attending as resources persons: Jerry Wood, Engineering Consultant, Gateway COG; Richard Hollingsworth, Gateway Cities Partnership; Art Goodwin, Alameda Corridor Transportation Authority; Kerry Cartwright, Port of Long Beach and Carol Gomez from the AQMD.

**REVIEW OF MARCH 11, 2004 TIER 2 MEETING SUMMARY**

After reviewing the third meeting's summary, committee members suggested the following revisions:

- On page 2 in the discussion of "Health and Air Quality" the fourth bullet should state: *Two overall public policy questions should be addressed, "How much traffic can the I-710 carry? And how much can the LA basin bear in terms of the correlated environmental impacts?"*
- On page 2, in the section of Impact Analysis, the third bullet should read: *Before improvements are determined, a study should be conducted to determine the physical and environmental impacts of the increased goods movement that is projected for the Ports of Long Beach and Los Angeles.*
  - *Study the feasibility of alternative entry points for imported goods.*
- On page 3, in the discussion of "Alternative Fuels," under the bullet "Make the use of Alternative Fuels a priority", there should be another bullet added: *The use of alternative fuels must become mandatory as a condition for I-710 improvements to proceed.* Also, it was recommended that the third sub-bullet be revised to state: *Implement federal rules identified in the MATES II report to help improve air quality.*
- On page 4, the last bullet in the section "Fees and Incentives" should be amended to state: *Require that all vehicles, trucks, ships and trains serving the Port and using the I-710 use clean-burning fuel engines.*

- On page 4, in the paragraph entitled “Conditions for Improvements,” the sentence should state: *The committee discussed a further recommendation that conditions for approval be attached to future expansion of the I-710, specifically making approval of new I-710 improvements contingent on first developing a plan to reduce air pollution to below current levels and implementing measures to reduce air quality impacts.*

*Page 4 AIR QUALITY REPORT –members asked us to clarify the intent of MATES II. We need to refer to AQMD.*

- On page 5, the fourth bullet in the section “Infrastructure Improvements,” should be revised to state: *Improve lighting and the size of signage.*
- On page 7, in the section Tier 2 Committee Member Comments, the first sentence should be revised to state: *Dr. Avol noted that although, at 100 meters (about 1/8 of a mile) concentration of particles drops off to regional levels, schools and daycare centers that are in close proximity to the I-710 corridor remain at higher risk. He cautioned that, due to dispersion, measurements of air pollution levels taken at 100 meters or more from the I-710 may not adequately reflect the impacts.*

Mr. Gennaway started the facilitated discussion with the first item on the agenda item, Jobs and Economic Development.

## **JOBS AND ECONOMIC DEVELOPMENT**

Mr. Gennaway recalled that the previous Tier 2 meeting had ended just after a presentation by Richard Hollingsworth, Economist and Executive Director of the Gateway Cities Partnership. Mr. Hollingsworth then briefly summarized the key points of his past presentation:

- In general, the educational attainment level of people who reside in the I-710 corridor is low. According to a corridor study, sixty to seventy percent of residents over the age of 25 do not have a high school education and the attrition rate (high school student drop-out rate) is 54%.
- There are jobs that are leaving the corridor and currently, there is no industry that can replace them.
- The area cannot attract biotech or any other type of industry.

The committee discussed the implications of the information presented by Mr. Hollingsworth and impacts to the economic health of the corridor.

- The poor air quality related to Port and logistics industry profoundly decreases the quality of life and property values.
- “Ugly” sound walls, the volume of trucks and trains, the statewide problem of aging infrastructure are conditions that have attributed to the decrease in the quality of life along the corridor communities.
- The current infrastructure in local corridor cities is not sufficient to retain high paying/professional workers.
- There is a need to reduce communities’ over-reliance on jobs that damage the quality of life by supporting the development of other industries.
- We need to look at alternatives to our current industry and look at other waterfront cities (Boston, New York, Melbourne and London) as examples of renovation.

- Since we have become an information-based economy, there is a greater divergence of income and this needs to be addressed in our corridor.
- In the past, the corridor cities have not seen an economic benefit from the goods movement industry but have had a severe impact to our quality of lives.

### **Potential Opportunities, Strategies and Solutions**

The Committee then identified opportunities and strategies that address the economic impacts of the corridor:

- Raising education levels is an important, long-term solution.
- Develop and promote training and internship opportunities for youth and young adults
  - Urge all cities to provide opportunities for young people
  - Support collaboration between cities, Gateway COG, community colleges, and unions
  - Train students in skills needed for international trade
  - Programs should be earmarked for local residents as much as possible
- Foster adult education and vocational training programs as an alternative to colleges such as ROP and occupational training.
- Establish sustainable green economies by moving away from oil-dependent economies and creating an alternative fuel-based economy.
  - Make decreasing harmful emissions a goal of all industry
  - Support business development through funding (SBA-type loans, for example) and technical assistance, such as incubator industries for environment/retrofits. Place special emphasis on local small business development.
  - Emphasize the use of new engine (Hydrogen Fuel) technologies and fuel cell industries
  - Retrofit diesel engines to use hydrogen and other alternative fuels
  - Build the hydrogen highway
  - Provide alternative fuel stations
  - Encourage and enforce the use alternative fuels
  - Link to the 2006 nationwide fuel standards
- Promote industries that reduce pollutants
  - Set targets and goals
  - The I-710 shall become the “Green Industry Corridor”
- Develop a series of strategies that describe the type of industry that will support the corridor in the future and how much larger we want to become.
- A new industry represents an opportunity for revitalization and redevelopment of the central LA basin. Industries that offer the greatest multiplier effect and those that would improve the region’s quality of life should especially be encouraged.
- The committee needs to present the OPC a baseline number of current air quality to help set standard/target for air quality improvements.
- Place a cap on container growth, although some members expressed that such a cap would hinder economic growth and the full economic impacts should be explored before they would recommend it.

### Possible Funding Opportunities

- Use container fees to help fund opportunities identified
  - Education and training
  - Home improvements and neighborhood improvements
  - Mitigate years of environmental injustice.
- The next phase should conduct a cost/benefit analysis of the international goods movement industry. We should decide what kind of trade center we want to be.
- The Gateway Cities establish a district, such as an assessment district that could help fund education and training.

### **NOISE**

The committee began to discuss opportunities and strategies to address noise along the corridor. Their comments are summarized below.

#### **Truck Traffic Noise**

- How will 24/7 truck traffic impact communities?
  - Special truck routes are needed through several communities.
  - Truck access should be limited through neighborhoods.
- Improve technology/retrofit old, noisy trucks.
- Prevent trucks from parking on streets.
- Prevent trucks from idling in neighborhoods.
  - Provide truck parking --with “plug-in” opportunities, where possible.
- Repaving can reduce noise 15-18%.
- Retrofit school windows with double glazed windows
- Provide new air conditions and filters for schools along freeways.
- Plant trees with big leaves to help mitigate sound (and air pollution).
- A combination of noise mitigation methods is needed, including improving technology of trucks, providing sound walls and landscaping

#### **Funding**

- Some state is available for sound walls.

#### **Sound walls**

- Sound walls are needed in all communities adjacent to the I-710 corridor..
  - Sound walls should be consistent in appearance, attractive and well designed.
  - Plant ivy on the walls to discourage graffiti.
- Provide sound walls on bridges and near schools to muffle sound and improve safety.
- Ensure that sound walls/noise abatement methods go in first on projects. If left to the end, there may not be funding available.
- Double decking equals increased noise; sound walls are therefore especially important for those communities where it may occur.

#### **Trains**

- Heavy rail is particularly noisy and difficult for communities.  
(Committee members requested from the Gateway COG up-to-date information about methods to alleviate heavy rail noise.)
- The use of conveyors to transport goods would decrease noise.

## **PROCESS**

The discussion then centered on the Process for this phase of the project. Mr. Powers, of the Gateway Cities Council of Government, explained that the study was currently in the “Issue Development Phase.” The role of the Tier 2 Committee is to define the issues and recommend strategies for addressing them. The process was intended to provide a format for discussion and to memorialize issues and strategies. Their recommendations would be compiled in a Draft Final Report to go to the Oversight Policy Committee for their review, consideration, and subsequent adoption. It would also be the responsibility of the Tier 2 Committee to identify the community issues that would be addressed in a subsequent EIR/EIS for the project. The Committee was assured that they would be provided adequate time to complete their work in a thoughtful manner. Committee members also suggested that, because the group represents a broad range of interests and can work productively, the Committee should continue to work together to resolve beyond the scope of the study.

## **PUBLIC COMMENTS**

A member of the audience expressed this opinion:

- The City of Compton is not in favor of the Terminal Island extension as trucks that may be diverted to Alameda Street will negatively impact the city. He encouraged Committee members to bear this in mind. –Mayor Eric Perrodin

## **MEETING CONCLUSION**

After announcing that the next Tier 2 Meeting would be held on April 22, 2004, with the location yet to be determined, Facilitator Sam Gennawey concluded the meeting at 9:30 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Carson Community Center

MEETING #5  
APRIL 22, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, April 22, 2004, the fifth meeting of the Tier 2 Community Advisory Committee Meeting was held at the Carson Community Center in Carson. Sam Gennaway, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. He introduced Jim Dear, the City of Carson Mayor, who welcomed Tier 2 Committee Members. Mayor Dear briefly discussed the importance of this undertaking for both the economics of Carson and the people of the corridor. The committee members introduced themselves and the city or organization they represent.

**REVIEW AND APPROVAL OF MEETING #3 SUMMARY**

After reviewing the third meeting's summary, committee members suggested one revision: include the name of the representative from BNSF (La Donna DiCamilla) on the first paragraph of page one. The committee members approved the minutes.

**MEETING DISCUSSION**

Mr. Gennaway reviewed the agenda with the group and introduced the following members of the audience who were attending as resource persons: Jerry Wood, Gateway Cities COG Consulting Engineer. Mr. Gennaway started the facilitated discussion with the first item on the agenda Congestion and Mobility.

**CONGESTION AND MOBILITY**

During this discussion, participants offered their suggestions and recommendations for non-freeway solutions to help increase mobility and curb congestion including, synchronized signals and mass transit. There were several issue categories that committee members discussed:

**ISSUE CATEGORIES**

1. Impacts of Construction
2. Alternative Transit
3. Port Regulations (and the effects of "making the pipe bigger")
4. Health and Air Quality
5. Quality of Life and Safety
6. Freeway Repair and Maintenance
7. Alameda Corridor

8. Extended Port Hours
9. Federal/State/Local Policy Consistency
10. Strategic Plan
11. Process

### **IMPACTS OF CONSTRUCTION**

- This discussion revolved around the ramifications of concurrent construction on multiple freeways. Without an adequate plan in place, congestion could drastically increase.

### **ALTERNATIVE TRANSPORTATION**

The committee discussed the importance of encouraging alternative modes of transportation including light rail, freight rail, cycling and pedestrian travel. Several specific suggestions included:

- Build a light rail system along the I-710 corridor.
- Encourage biking and pedestrian travel by creating more bike paths and widening bridges (specifically Rio Hondo) to accommodate travel.
- The Port should extend light rail lines from Willow to the port entries to make the shipping process more efficient.
- Take trucks off the freeway by transporting more goods via rail.

### **PORT REGULATIONS & “EFFECTS OF MAKING THE PIPE BIGGER”**

The committee members voiced concerns that this plan was not treating the causes of the problem, rather providing temporary congestion relief. Comments from committee members included:

- If this plan focuses on increasing the volume of traffic traveling through the corridor, there may be temporary relief, but it’s not a permanent solution. Congestion relief strategies are very short-term solutions. If the Port’s traffic is not curbed by 2025, the congestion will be just as bad, but at the expense of the corridor communities who sacrificed for highway expansion.
- This plan is a temporary reactive fix versus the proactive solution we should be aiming for. This plan has consequences for the communities along the I-710. This plan should not enable the growth of the problem.
- This plan treats the symptoms, but the real issue is not that the freeways are too small but that the ports (Los Angeles, San Diego and Long Beach) bring through more traffic than the freeway can handle. More proactive radical thinking is necessary to improve this problem.
- The Port of Los Angeles is important, but it should not operate at the expense of those living along the I-710 corridor. One member suggested an underground tunnel pathway for trucks.
- It is important to note that the Port and truck traffic has increased partly due to the increasing population demanding more goods.
- There must be limitations placed on incoming Port traffic. We need to do something that discourages Port traffic.
- Committee member suggested that all Ports should collectively develop a plan for dispersing anticipated traffic among the Ports, “sharing the wealth” and “sharing the

burden.” A focus could be on west coast ports, but all ports (US, Canada and Mexico) should be considered.

### **HEALTH AND AIR QUALITY**

- The issue of maximum operation is a concern due to negative health impacts. Noise pollution is a real problem.
- There was a suggestion to use container fees to mitigate health impacts, and reduce traffic coming through the ports. This should be agreed upon by all the west coast ports as not to push the problem on someone else.
- There is legislation on the port, I-710 and other freeways relating to air quality.
- The pollution around rail yards is extremely bad because of the 24-7 locomotive operation. This plan should mitigate locomotive and rail yard emissions..

### **QUALITY OF LIFE AND SAFETY**

The issue of improved quality of life for residents along the corridor was a major discussion thread. Some suggestions to improve the quality of life are:

- Increase safety on the 91 freeway in Compton.
- Encourage a revitalization effort, including:
  - Increasing open space, for example converting old manufacturing plants and utility corridors,
  - Preserving wetlands,
  - Graffiti removal,
  - Redesign of chain fences,
  - Update dilapidated building/ landscaping,
  - Sound walls,
  - Growth limitation, and
  - Follow the design of the I-5 freeway in Anaheim near Disneyland.

### **FREEWAY REPAIR AND MAINTENANCE**

The committee members raised several issues regarding repairs and comments on specific freeways.

- The freeways need to be repaved.
- Repair freeway ramps.
- Repave several Boulevards, including: Atlantic, Santa Fe, Del Amo and Long Beach Boulevard.
- Close the 710 on ramp at Washington for easier access to the 5-North.
- Add on and off ramps to the 105 freeway.
- Provide an alternative to the 710 freeway.

### **ALAMEDA CORRIDOR DISCUSSION**

- Provide signage to let people know about Alameda Street as an alternate route to the I-710.
- Alternative uses of the Alameda Corridor have not fully been used.
- The Alameda corridor will reach capacity in 20-25 years.

### **EXTENDED PORT HOURS**

- Through extended hours of operation, the Port could double its traffic.
- The Port is asking taxpayers to spend billions of dollars to achieve a solution, but the Port is not willing to compromise and run night shipments.
- Though extending the hours of operation would decrease congestion, it raises quality of life issues for families because of its impact during leisure time (late afternoon, evening, weekends)

#### **FEDERAL/STATE/LOCAL POLICY CONSISTENCY – NAFTA**

- The Bush Administration allowing more open entry for Mexican trucks is in conflict with the work of the Tier 2 Committee. It is essential to make sure that federal government policies support local efforts to clean up the ports and roads.

#### **STRATEGIC PLAN**

- The cities along the corridor should band together and write a strategic plan. The ports have one and so should the communities. The Tier 2 committee should continue beyond this immediate process, develop the plan, and see it through implementation.

#### **COMMUNITY IMPACTS, ENHANCEMENTS AND QUALITY OF LIFE, INCLUDING OPEN SPACE**

Belinda Faustinos from the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy presented an outline of both funded and planned projects along the I-710 corridor which aim to increase open space, parks and recreational opportunities and improve both water and air quality. Some of these projects include, enhancing the bike path on either side of the river and establishing additional wetlands and open spaces.

#### **PROCESS**

There was an extensive discussion regarding the process, specifically how the OPC would incorporate the committees' comments. The group expressed a lack of clarity about the outcome of their energy, time and work on the Tier 2 Committee. They voiced concerns that their input might be ignored, marginalized or that the process was here solely to satisfy a public involvement requirement. Committee members expressed dedication for working on the I-710 issues that affect their communities and would like more information about how the OPC will use their comments. Some specific concerns and questions focused on how their input is formalized into the process and what are the types of results that the committee can expect to see.

Richard Powers, Executive Director of the Gateway Cities Council of Governments, explained that there were three processes, or tracks, occurring concurrently. Each track provides information that will be provided to the OPC prior to their decision making.

The OPC will receive recommendations from three distinct groups:

1. The Corridor Cities and the County – The City Council in each city and the County Board of Supervisors for the unincorporated areas will be taking a

position, based on input from their Tier 1 CAC's, (where Tier 1 CAC's exist) that is forwarded to the OPC.

2. The Technical Advisory Committee (TAC) which is comprised of public works officers from each city and the county and a number of other agencies including the AQMD and the CHP and others.
3. The Tier 2 Committee – Which represents each of the communities and a broad group of stakeholders..

Once the OPC receives the input from the three distinct groups, they have three options:

- Receive and file.
- Go forward based on the recommendations as presented.
- Modify the recommendations, seek clarification.

If the process goes forward then it enters the EIR/EIS phase, which is estimated to take approximately 2 years to complete. Speaking only from the perspective of the COG, it will be the COG staff recommendation that the local community involvement component continue and the Tier 2 in some form stay in place to provide ongoing advice and input as corridor agreements progress.

It is anticipated that each City Council and the Board of Supervisors will be taking a formal action on both the infrastructure and a series of policy issues such as air quality, safety, noise, community enhancements, etc.

It is expected that the OPC will meet two or three times, once to receive the information, another meeting or two to evaluate and deliberate prior to reaching a conclusion. The OPC can apply conditions to their actions to reflect various issues and recommendations.

Committee members suggested that the Tier 2 Committee take the following action:

- Create a short concise list of issues that are unanimously important to the committee. This will create a clear standard of bottom line issues that the group could say must be incorporated in the plan for the committee to support it.
- Articulate the process in writing in a clear way, concise way.
- Send out OPC meeting notices and agenda so committee members are aware of the meetings. It was clarified that Tier 2 members can personally attend and contribute public comments at the OPC meetings.

## **DESIGN CONCEPTS**

Jerry Wood, Gateway Cities COG Consulting Engineer, presented the design concepts and offered some program background. There have been over 100 meetings in the last 6 months. Mr. Wood stated that he started with a blank slate and went to the Tier 1 groups and cities and tried to reflect what the communities wanted. He said that he believes there

is a consensus for the I-710 designs because the community has participated in this process. The maximum design possible, with minimum right-of-way impacts, is 14 lanes with 10 general and 4 dedicated truck lanes. This was evaluated with an assumption of 60% truck traffic during the day and 40% in off hours. This could be done; whether we should do it is up to the policy makers. The committee members offered several comments:

- Brought a letter as matter of record
- Commented on the straightforwardness and transparency of the process.
- Several Tier 1 representatives commented that the designs reflected what their groups wanted or requested.
- Discussed the impact on parks and open spaces. This design creates more open space in several parks.
- Committee members stated that they did not know that 14 lanes was the starting point.
- Support AB 1397 to mitigate rail yard pollution and asked about procedures for supporting legislation in the future.

#### **MEETING CONCLUSION**

Mr. Gennawey briefly recapped the major discussion points and announced the next meeting the committee would: review I-710 Freeway Community Enhancements, discuss the process and develop strategies. After announcing that the next Tier 2 Meeting would be held on May 6<sup>th</sup> from 6:30 pm-9:00 pm at Bateman Hall in Lynnwood, Mr. Gennawey concluded the meeting at 9:10 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Bateman Hall

MEETING #6  
MAY 6, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, May 6, 2004, the sixth meeting of the Tier 2 Community Advisory Committee Meeting was held at Bateman Hall in Lynwood. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. Mr. Gennawey briefly reviewed the agenda stating the focus of this meeting was to discuss the desired community enhancements from Long Beach to East Los Angeles, as articulated by the Tier 1 representatives. Mr. Gennawey asked committee members to voice conflicts or additional enhancements not mentioned. The committee members introduced themselves and the community or organization they represent.

**REVIEW AND APPROVAL OF MEETING #5 SUMMARY**

Mr. Gennawey noted that Belinda Faustinos' presentation on "Community Impacts, Enhancements and Quality of Life, Including Open Spaces" was not included in the draft summary but will be added to the final summary. After reviewing the fifth meeting's summary, committee members suggested four revisions:

- Page 3, in the Alameda Corridor section, add the word *discussion* to the heading. The committee discussed the Alameda Corridor, but this heading is misleading implying the group had reached a consensus.
- Page 3, in the Freeway Repair and Maintenance section, under the "repave several boulevards" bullet, add Long Beach Boulevard.
- Page 3, in the Freeway Repair and Maintenance section, under the "add on and off ramps" bullet, change the 91 to the 105 freeway.
- Page 3, in the Freeway Repair and Maintenance section, strike the bullet stating, "the 91 cannot solve the Port traffic problem, we should try to shift the traffic to residential streets."

After acknowledging those changes will be incorporated into the meeting summary, the committee members approved the meeting 5 summary.

**PRESENTATION OF DESIGN AND ENHACEMENT OPPORTUNITES**

Mr. Gennawey facilitated as the communities with Tier 1 committees presented their design and enhancement opportunities. Each of the I-710 corridors represented (Long Beach, Carson, Compton, Lynwood, Paramount, South Gate, Bell Gardens, Bell, Maywood, Cudahy, Downey, Vernon, Commerce and East Los Angeles) had specific opportunities/enhancements for their communities and this summary reflects highlights from each presentation. In addition to the comments summarized by community, there was committee consensus that several issues were extremely important. The largest issue for each community was improving air quality and decreasing pollution. All representatives agreed that the high levels of pollution pose a significant threat to residents' health and must be mitigated as part of this process. Other shared topics of concern included: quality of life, health, safety, mobility and noise pollution.

Tier 1 representatives presented their committee findings and had a variety of comments, both specific and general, regarding design and enhancement opportunities; the highlights of these, as well as related discussion points, are set forth below.

**LONG BEACH** (Mr. Alan Hose, Community Representative)

- Build attractive sound walls before highway construction begins.
- Complete proposed mitigations prior to beginning construction. (Produce an EIR)
- Two layer -double deck truck lanes along the river may help increase mobility.
- Rebuild 405 interstate to make the ramps smoother. This comment sparked discussion regarding the impact to neighborhoods on the east side heading towards Sutter. To minimize the impact to communities, the engineers tried to move the truck lanes closer to the Blue Line.
- Expand Chavez Park taking wetland preservation into consideration. The addition of new off ramps could negatively impact the wetlands.
- The port must reduce emissions before new construction projects begin.
- Improve vegetation and landscape

**CARSON** (Mr. Ray Park, Tier 1 Representative)

- A general stress on improving safety,
- Construct freeway improvements,
- Improving air quality by at least 20-30%. This could be accomplished by curbing Port development and reducing pollution from trucks, trains and ships.
- The community is concerned that, because Carson is surrounded by several major freeways and corridors (710 East, Alameda St. and the 110) additional mitigation measures will be required in order to mitigate health effects (air quality, noise, increase truck traffic) caused by both ports.
- Any and all mitigation measures that are listed in the Final EIR will be in-place in all cities prior to starting any new freeway construction projects. Historically, construction projects begin without the environmental impact mitigation measures in-place, which causes the communities to suffer greater harm during construction phases.
- Proposed alternate truck lanes.

**COMPTON** (Mr. Roberto Chavez, Tier 1 Representative)

- Improving the social and economic vitality of the community,

- Increase job training, employment opportunities and education programs for residents,
- Preserve and improve Compton Creek focusing on minimizing construction run-off.
- Improve the poor air quality, through supporting a “no net increase” in pollution policy
- Improve the quality of life,
- Improve safety through public information campaigns
- Improve Alameda Street and reduce truck traffic through residential areas,
- Reduce the impact for area homes,
- Evaluate the impact of adding truck lanes to the 91 freeway (ending at the 605)
- The design minimizes the right of way impacts for Compton.
- Connect the bike trails along the Compton Creek to the LA river

**LYNWOOD** (Mr. Rod White, Tier 1 Representative)

- Increase safety through public information campaigns,
- Heighten freeway barriers,
- Improve the lighting along the I-710 freeway,
- Improve air quality through reducing emissions,
- Improve on and off ramps,
- Improve quality of life through sound walls and landscaping. The loss of parks is a large negative impact for communities,
- Meter the Port truck traffic to limit truck traffic during peak hours,
- Proposed an elevated truck deck on the 710,
- Reduce congestion through: evaluating traffic flows (i.e. Rosecrans), synchronizing the 710 corridors, and building an elevated truck lane adjacent to the 710. The current plan supports this through building a dedicated truck lane, improving Rosecrans, and improving the Imperial highway interchange. Tier 1 representatives reviewed this plan.

**PARAMOUNT** (Mr. Gerald Burgess, Community Representative)

- The LA River acts as a buffer to the city. Any suggested building on the river is not favored.
- Concerns over adding on and off ramps to the 710 freeway and building a double deck lane on of 710 freeway,
- Improve access to Rosecrans and Garfield from the 105,

**SOUTH GATE** (Ms. Glenna J. Amos, Tier 1 Representative)

- A focus on improving health and safety,
- Reducing noise and dusts through constructing an attractive sound wall,
- Increasing mobility through: alternative transportation, improving bus routes, enhancing Garfield, improving the Imperial interchange, widening the Rio Hondo/ Garfield bridges, building a thorough fare through Southgate and metering trucks out of the Port.
- Study the impacts of local arterials to determine improvements to streets, interchanges, etc.
- Improve railroad bridges for access during construction,
- Provide compensation to businesses that might lose money because of construction,

- Maintain Tier 2 community committee through construction for ongoing input,
- Maximize and preserve parks and open spaces, including the Rio Hondo Restoration Park and the Del Amo-Dominguez Gap Project.
- Some important enhancements that appear on the engineers sketches are:
  - Increasing entrances to the Mobile home park,
  - Connecting Garfield through currently vacant property,
  - Add a small tunnel entrance to the mobile home park, and
  - Minimize right of way impacts to businesses.

**BELL GARDENS** (Mr. Clifford Dunbar, Tier 1 Representative)

- Echoing the concerns of other communities pertaining to health, air quality and quality of life.
- Improve signage on the freeway,
- Preserving open spaces and trees. The community did not want to give up space for highway expansion.
- Increasing mobility through removing trucks from the freeway,
- Move towers over toward the river and build a sound wall to better protect homes,
- The engineer noted that there were minor river intrusions, which the Tier 1 members reviewed and supported.
- Is there an impact to the bike trail on the wet side of the river? The overall goal is to provide a lateral bike trail on each side of the freeway.
- The community wants a plan that improves their community.

**BELL** (Julie Gonzales, Tier 1 Representative)

- Improving air quality,
- Improving quality of life,
- Compensating business owners,
- Building sound walls,
- Removing graffiti,
- Improving mobility through, improving the Slauson on ramp, opposing a Slauson off ramp, improving Florence/Firestone, mimicking the Atlantic and Bandini solution and supporting the concept of a 14-lane freeway.

**MAYWOOD**

Maywood does not have a Tier 1 Committee and Maywood's representative was not present at this meeting. Angelo Logan advised that he is aware that a majority of Maywood residents are opposed to a Slauson off-ramp

**DOWNEY** (Mr. Harold Tseklenis, Community Representative)

- Improving health, noise, congestion and safety.
- This effort aims to increase the quality of life for corridor residents, not to increase the Port's capacity. The Port's congestion should not extend to residential streets. This is a parallel effort involving road expansion and stabilizing Port growth.
- Possible expansion to eight dedicated truck lanes.

- Provide a tunnel under the freeway for additional lanes to accommodate truck traffic, if more than eight lanes are needed.
- The 710 expansion is a short-term solution, but what about 2050?

**VERNON** (Mr. Harold Arsenian, Community Representative)

- Preserve jobs.
- Negative impacts on this job hub if the railroads acquire more land.
- Increase mobility (similar to Atlantic Bandini Interchange) and improve the Carmony interchange.
- Minimize the freeway impact, if larger, it may have less community impact.
- Prepare an environmental document.
- Send a liaison from Tier 2 to the next phase. Tier 2 is expected to continue until the freeway is built when it becomes an advisory committee.
- Engineers commented that this maximum 14-lane design is projected to handle traffic through 2025 at adequate levels of service. “Adequate” or acceptable levels of service operate at 80-90% capacity. Currently the 710 is about a D-E (30 mph).

**CITY OF COMMERCE** (Mr. Bob Eula, Tier 1 Representative)

- Decrease pollution,
- Increase safety,
- Improve the terrible noise and dirt problem,
- Build new barriers and repave ramps.
- Some specific recommendations include: close the Washington on/off ramp, make Atlantic and Telegraph the on-ramp for the I-5, examine the impact of Bandini and Garfield on home loss, and oppose the Slauson on/off ramp.
- The representative commented that the new metering signal installed by Caltrans causes truck traffic to back up for miles. It is essential to receive community input.
- Increase locomotives and crews because containers are backed up on the rail lines. Aim to get trucks off the freeway and into rail yards.
- Research and use alternative fuels.
- Important to keep trucks off of the local streets.
- Build a new interchange on Bandini and Atlantic.
- Suggests moving cargo, not with trucks, but through the corridor on a conveyor belt.
- The dedicated lanes should use the best technology available, not diesel trucks.
- Bandini/Washington Boulevard should be the first priority when funds become available.

**EAST LOS ANGELES** (Mr. Gustavo Camacho, Tier 1 Representative)

- Decrease congestion on the on/off freeway to reduce pollution.
- East LA is an extremely complex area surrounded by many freeways (i.e. I-710/I-5/I-60)
- The representative noted that 70,000 cars travel along Whittier on a day-to-day basis.
- East Los Angeles is a densely populated community with little open space.
- Opposed to losing homes or businesses

- Build sound walls with trees and vines to increase eye appeal and reduce graffiti. East LA should not “look like a jail.”
- More time is necessary to examine these complex issues. Each time engineers meet with community representatives, there are more suggestions and ideas to incorporate.
- The two issues that concern East Los Angeles are its commerce and complexity.
- Reduce traffic on local streets by closing some of the off ramps.
- Desire extending the 710 or studying a tunnel to run through South Pasadena.
- Maintain space on both sides of the soundwalls.
- Increase the medians to reduce lights from on-coming traffic.
- Remove graffiti.
- Limit the Port capacity to the highway capacity, thinking about the long-term.
- Increase truck lanes.
- Increase tunnels.

This plan will ultimately be based on the consensus of the corridor communities. Mr. Gennaway discussed what it means to ultimately achieve consensus, but at this point the focus is on resolving any significant conflicts. The Tier 2 Committee members agreed that there are no major conflicts south of Washington.

### **Funding**

The project funding relating to sources, amount and timeframe was discussed. Funding for this project will most likely come in small pieces over time, and projects will need to be prioritized when funding becomes available. Transportation funding is programmed many years in advance, so construction may not be immediate. If the Highway Bill passes, funding will be available more immediately. There are other funding sources besides federal funding, for example the Firestone project was funded through an MTA call for projects.

## **REVIEW AND DISCUSS TIER 2 COMMITTEE FINDINGS AND OPPORTUNITIES REPORT DRAFT**

Pat McLaughlin, of Moore Iacofano & Goltsman, Inc. and Katherine Padilla of Katherine Padilla & Associates introduced the Findings and Opportunities Report Draft. This report summarizes the major issues and presents key findings and recommended strategies. The Organizing Principles deal with both corridor issues and those that extend beyond the corridor. There were several comments and suggestions on this draft document including:

- Increase the Port’s involvement in the air quality discussion. The Port must support a “zero tolerance” policy for pollution increase, or the Tier 2 Committee cannot support the document moving forward. Federal compliance is essential and the Committee Members want to aim for higher standards.
- Separate the strategies, policies and conditions in the report.
- Propose actual policies as part of the report.
- Public health, personal health and economic health are important concerns for committee members.

- Add specific committee member suggestions from the past six meetings for improving air quality (i.e. container fees, alternate fuel) to the air quality section, which is currently too vague. Consultants responded that this document is a general overview and are in the process of developing a much more detailed report complete with an action matrix.
- This committee should articulate conditions for approval before discussing strategies.
- The report should include facts illustrating the degree of pollution in the corridor communities.
- Examine whether the suggestions the Tier 2 is making are plausible and executable.
- Are these really “organizing principles” or just a cluster of subject areas? To have organizing principles don’t we need a baseline to go back and test against?
- Needs filters criteria to evaluate.
- Need to quantify the air quality discussions.
- This problem is a direct derivative of Port growth.
- The report should have more specificity included. The committee members desire a bold, accurate and specific portrayal of their comments. One committee member suggested breaking into subcommittees to discuss the issues in more detail.
- The report should reflect the issues the Committee has formed consensus over.
- Process and Product (reflects what comes out of the group).

## **PUBLIC COMMENT**

Paulette Bradley, a Lynwood Personnel Commissioner, appreciates this effort and Lynwood’s involvement in this process.

## **ASSEMBLYMAN LOWENTHAL BILLS**

Luiz Marquez, represented Assemblyman Lowenthal, making a brief presentation and answering questions. Assemblyman Lowenthal has been working on three bills to improve air quality, which are:

**AB 2041:** This bill aims to stabilize impacts of pollution. (Appropriations)

**AB 2042:** This bill provides incentives to support off peak hours operation. (Assembly floor)

**AB 2043:** This bill creates a statewide ports committee to deal with a long-term strategy to tackle port related issues. (Appropriations)

One of the Tier 2 representatives asked whether Assemblyman Lowenthal supported 1397, the train idling bill. Mr. Marquez replied that the Assemblyman Lowenthal has been focused on the bills mentioned above, but is currently researching this bill.

## **BNSF**

LaDonna DiCamillo and John Chavez from the BNSF made a presentation detailing steps the railroads have and are taking to improve air quality. Some highlights from the presentation are:

- Rail is more efficient and three times cleaner than trucks.
- The railroads have reduced emissions before required by enforcing the Clean Air Act five years in advance of forced federal compliance.
- The railroads plan to have retrofitted their fleets and rebuilt their locomotives with new cleaner burning technology in five years. These updates, occurring before normal wear

and tear requires vehicle replacing, will reduce the nitrogen oxides and other harmful particulates by 50%.

- The BNSF urges voters not to support AB 1397 because of its vague language on the railroads “fair share” of emissions reduction. The railroad’s fear the “fair share” may be excessive and inadvertently increase pollution by putting more trucks on the road.

#### **MEETING RECAP AND NEXT STEPS**

Mr. Gennawey Briefly recapped the major discussion points and announced the next committee meeting tentatively set for May 20<sup>th</sup> from 6:30 to 9:00 at Bateman Hall in Lynwood. Mr. Gennawey concluded the meeting at 9:05 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Carson Community Center

MEETING #7  
JUNE 10, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, June 10, 2004, the seventh meeting of the Tier 2 Community Advisory Committee Meeting was held at Carson Community Center. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. welcomed the committee at 6:30 p.m. and announced to the committee that they did not have a quorum. He explained that the committee could review information but could not take any action. There were two presentations prior to a quorum. Mr. Gennawey then briefly reviewed the agenda stating the focus of this meeting was to discuss the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

Committee members in attendance included: Ed Avol, Hamid Bahadori, Gustavo Camacho, Malcolm Carson, Louis Diaz, Clifford Dunbar, Bob Eula, Belinda Faustinos, Allen Hose, Angleo Logan, Domenick Miretti, Elisa Nicholas, William Pagett, Noel Park, Ray Park, Harold Tseklenis, Rod White.

**PROCESS REVIEW, UPDATE AND NEXT STEPS**

Mr. Gennawey explained to the group that their report is one of the last steps in this phase of the process. He introduced Ron Kosinski, Deputy Director District 7, Caltrans to explain the EIR/EIS process.

**EIR/EIR PHASE PRESENTATION**

Mr. Kosinski provided an overview of the process. He stressed that public agencies, such as Caltrans and FHWA, involved in overseeing any EIR/EIS process must always maintain a neutral position about the contents of the document until decision-makers approve the final document. He explained that the EIR/EIS process is guided by CEQA/NEPA guidelines, Environmental Justice laws and the National Historic Preservation Act. Mr. Kosinski described the steps associated with environmental analysis.

Mr. Kosinski described the EIR/EIS process as a tool that begins early in the process to insure that community impacts are considered. Scoping is the first phase in the process and includes talking to the local residents early in the process to identify significant community issues. During the scoping phase, the agencies also work with experts, such as biologists, who conduct research within the potential project area. There is ongoing dialogue with the community and input is provided on alternatives to assist planners and engineers in their work. After analyzing the input gathered during the scoping, mitigation measures to

minimize potential environmental impacts are identified. This process can take between two to three years.

Mr. Kosinski stated that the work of the Tier 2 Community Advisory Committee can be incorporated into the input for scoping for any future projects along the I-710 corridor.

### **COMMITTEE COMMENTS**

- It is important that the Tier 1 representatives present the Tier 2 Draft Report on Major Opportunity/Strategy Recommendations to their constituents as soon as possible, as it will form the foundation for identification of I-710 issues/concerns for future scoping.
- The EIR will not solve all of the communities' issues and therefore the Tier 2 needs to state a strong position to the OPC so that Tier 2 and the communities can have a leadership role and set the tone for the overall CEQA process, rather than be in a reactive mode
- Project implementation should be conditioned on meeting environmental objectives.

### **ORANGE LINE MAGLEV PRESENTATION**

Al Perdon, Executive Director of the OrangeLine Development Authority, conducted a presentation of the OrangeLine MagLev system. Studies of the proposed system are currently underway. The OrangeLine is a high-speed magnetic levitation (or Maglev) system that is intended to connect Orange and Los Angeles counties in an aerial "monorail" alignment using existing freeway corridors. The presentation also described the environmental advantages that the system would have over alternative rail or trucking systems. These included: lower noise, air pollution and energy consumption, and less community disruption through right-of-way acquisition and visual intrusion. Several committee members asked whether the OrangeLine could be used to move freight containers. Mr. Perdon responded that it would be possible to retrofit the passenger cars to accommodate cargo pallets. The notion that Maglev could possibly be used to move freight from the ports to inland locations was mentioned

### **REVIEW AND APPROVAL OF MEETING #6 SUMMARY**

At 7:45 P.M. it was announced that Mr. Gerald Burgess had arrived and that there was now a quorum. The committee reviewed the May 6, 2004 Meeting #6 summary and made the following revisions:

- On Page 2, in the City of Long Beach section, in the fourth bullet, change the referenced rail line from Green Line to Blue Line.
- Page 2, under the City of Carson section, beneath the fourth bullet, add the words at the end of the sentence, "will require additional mitigation measures in order to mitigate the health effects (air quality, noise, increase truck traffic) caused by both ports."
- Also, in the Carson section, under the fifth bullet, omit the complete sentence and add the following sentences instead, "Any and all mitigation measures that are listed in the

Final EIR will be in-place in all cities prior to the start of any freeway new construction projects. Historically, construction projects begin without the environmental impact mitigation measures in-place, which causes the communities to suffer greater harm during construction phases.”

- Page 3, in the City of Paramount section, omit the last bullet: “Need additional light rail.”
- Page 4, in the City of Downey section, beneath the third bullet, create a new bullet that states: “Provide a tunnel under the freeway for additional lanes to accommodate truck traffic, if an excess of eight lanes is needed.”
- On page 5, in the paragraph beginning with the sentence-- “This plan will ultimately be based on the consensus . . . -- revise/shorten the last sentence of the paragraph to state, “ The Tier 2 Committee members agreed that there are no major conflicts south of Washington.”

## **REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee reviewed the first section, Public Health, and suggested revisions in language and formatting. They also re-emphasized the importance of allowing sufficient time for thoughtful review and discussion. The consultant team informed the committee that facilitation staff is available to conduct a next meeting to review the rest of the document. The consultant team proposed that the committee forward any further revisions or comments via e-mail or fax before June 16. The consultant team will incorporate these edits before the next meeting.

### **PUBLIC COMMENT**

There was no public comment.

### **MEETING RECAP AND NEXT STEPS**

Mr. Gennawey briefly recapped the discussion and reviewed the recommended revisions, including reformatting, of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. He announced that the next Tier 2 Meeting was set for Tuesday, June 29, 2004 from 6:30 to 9:00 pm. at Progress Park in Paramount. Mr. Gennawey concluded the meeting at 9:15 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Progress Park

MEETING #8  
JUNE 29, 2004

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**MEETING SUMMARY**

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, June 29, 2004, the eighth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park Community Center. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. and reviewed the agenda. The primary purpose of this meeting was to continue to discuss the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

The following are Committee members who were present. Glenna Amos, Harold Arsenian, Ed Avol, Hamid Bahadori, Gerald Burgess, Gustavo Camacho, Malcolm Carson, Clifford Dunbar, Bob Eula, Belinda Faustinos, Julie Gonzalez, Patricia Herrera, Allen Hose, Bobbi Kimble, Joseph Magaddino, Elisa Nicholas, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Harold Tseklenis and Rod White.

**REVIEW AND APPROVAL OF MEETING #6 SUMMARY**

After reviewing the June 10, 2004 Meeting #7 summary, committee members asked that the meeting summary reflect the lack of a quorum at the beginning of meeting #7.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee reviewed and discussed the chapters on Economic Development and Safety. The committee's comments are reflected on the Draft #4.

**PUBLIC COMMENT**

There was no public comment.

**MEETING RECAP AND NEXT STEPS**

Mr. Gennawey briefly recapped the discussion and reviewed the recommended revisions to the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. He announced that the consultants would be available on Tuesday, July 13 and 27 to facilitate additional meetings in an effort to complete revisions to the report. Gennawey concluded the meeting at 9:15 pm.

**I-710 MAJOR CORRIDOR STUDY  
TIER 2 COMMUNITY ADVISORY COMMITTEE  
PROGRESS PARK**

**MEETING # 9  
July 13, 2004**

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

The ninth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount, CA., on Tuesday, July 13, 2004. Patricia McLaughlin, Principal of Moore Iacofano Goltsman, Inc. served as facilitator. She opened the meeting at 6:30 p.m. beginning with self-introductions. She briefly reviewed the agenda stating that the focus of this meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. Prior to the Discussion Lynda Bybee, Deputy Executive Officer, Metro Community Relations provided an update on the Major Corridor Study and thanked the committee members for their efforts.

**REVIEW AND APPROVAL OF MEETING #8 SUMMARY**

Committee members confirmed that they had reviewed the summary. The summary was approved as written.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee reviewed and discussed two chapters of the Report: 1) Noise, and 2) Congestion and Mobility. The Committee's comments and suggested revisions are reflected in Draft #5. During the discussion a committee member suggested that it would be helpful to review the Strategies prior to the Synopsis of Findings in each chapter of the report. The committee agreed to follow this process for the remaining the chapters. It was also requested that Strategy #6 "*Support Capacity Enhancement Improvements for the I-710 Freeway upon meeting the conditions recommended in this report*" be moved from the Mobility and Congestion chapter to the Design Concepts chapter. Discussion of this chapter will occur when the committee reviews the Design Concepts chapter.

**PUBLIC COMMENT**

Mr. Gilbert Roque, who stated that he was speaking on behalf of the City of Commerce and East Los Angeles, thanked members for their commitment and participation on the Committee.

**MEETING RECAP AND NEXT STEPS**

Ms. McLaughlin briefly recapped the discussion and reviewed the recommended revisions of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

She announced that the next Tier 2 Meeting would be held on Tuesday, July 27 from 6:30 to 9:00 pm. at Progress Park. Ms. McLaughlin stated that the Committee's review of the Draft Report would continue at the July 27 Meeting. She encouraged members to provide written comments/suggested revisions before the meeting, so that the new Draft would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:15 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
**PROGRESS PARK**

**MEETING # 10**  
July 27, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Tuesday, July 27, 2004, the tenth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:30 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

Committee members in attendance were: Glenna J. Amos, Harold Arsenian, Ed Avol, Hamid Bahadori, Gustavo Camacho, D. Malcolm Carson, Louie Diaz, Bob Eula, Belinda Faustinos, Julie C. Gonzales, Allen Hose, Roger Holman, Bobbi Kimble, Angelo Logan, Joe Magaddino, Mandy McLaughlin, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Rod White, Larry Galvan.

**REVIEW AND APPROVAL OF MEETING #9 SUMMARY**

Committee members reported that they had reviewed the Meeting #9 Summary. It was requested that the Summary be revised to reflect the committee's discussion and decision that *Strategy #6: "Support Capacity Enhancement Improvements for the I-710 Freeway upon meeting the conditions recommended in this report"* be moved from the Mobility and Congestion chapter to the Design Concepts chapter instead. Therefore, Committee review and discussion of this strategy would occur at a subsequent meeting with the Design Concepts chapter.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

**Congestion and Mobility Discussion**

The Committee reviewed and discussed the Congestion and Mobility chapter of the Draft Report. Revisions to the Report were recommended after suggestions were made and the implications explored through open dialogue. The revisions will be incorporated in Draft #6, which will be distributed to all committee members for review at the new Tier 2 Meeting.

**Design Concepts Discussion**

The committee began to discuss the potential for a "project" after one of the committee members pointed out that the work they have accomplished cannot lead to studies without a project. One committee member asked that they take an informal poll to gauge the

Committee's support for a project. A dialogue continued and it was concluded that a project is not out of the question; however, the Tier 2 committee needs to focus on the conditions to any improvements.

Ms. McLaughlin introduced Jerry Wood, Engineering Consultant, of Gateway Cities Council of Government. Mr. Wood stated that he had worked closely with several Tier 1 Committees to develop a locally preferred strategy (design concept) to alleviate safety and congestion issues of the I-710, and that the strategy had been approved by Tier 1 Committees. Ms. Garcia, of MIG, who facilitated the Tier 1 Committees, further clarified the engagement process through which communities had taken an active role in, first, defining their issues and concerns and, then, developing their list of Community Ideas to address those concerns. She explained that Mr. Wood had then worked with communities to develop the locally preferred strategy to also help address their concerns.

Several committee members expressed a wide range of opinions and concerns, including the following:

- The Tier 2 Committee had not yet agreed to support a design concept, or improvements that increased capacity
- The status quo is intolerable—and steps leading to a preferred design concept must be taken to improve the I-710
- It is necessary to approve a “project” (“to serve as a vehicle”) in order to proceed towards implementation of other recommended strategies.
- The EIR process of the locally preferred design concept would provide an opportunity for additional community review of issues and mitigation measures.

After discussion, several members emphasized that it is important for the Committee to first reach agreement on the conditions that must be met in order to improve the quality of life in the I-710 Corridor. It was suggested that, based on that shared understanding and agreement on conditions, consensus on a design concept of a locally preferred strategy may develop. One member expressed gratitude for the opportunity to serve on the Tier 2 Committee in which community issues and concerns—as well as a diverse range of views--could be discussed in an open manner. The committee concluded that it is important for Tier 2 to support the recommendations made by the Tier 1 CAC's by focusing the Tier 2 committee's work on conditions.

## **PUBLIC COMMENT**

No audience members asked to speak before the group.

## **MEETING RECAP AND NEXT STEPS**

Ms. McLaughlin briefly recapped the discussion. She announced that the next Tier 2 Meeting would be held on Thursday, August 12 from 6:30 to 9:00 pm. at Progress Park. She encouraged members to provide written comments/suggested revisions before the meeting, so that the Draft #6 would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:15 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
**PROGRESS PARK**

**MEETING # 11**  
August 12, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, August 12, 2004, the eleventh meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:00 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations, specifically the chapters on Community Enhancements, Design Concepts, Environmental Justice and Process.

Committee members in attendance were: Glenna J. Amos, Hamid Bahadori, Malcolm Carson, Louie Diaz, Bob Eula, Allen Hose, Angelo Logan, Joe Magaddino, Mandy McLaughlin, Noel Park, Ray Park, Patty Senecal, Rod White, Larry Galvan, Elsa Nicholas, and Harold Tseklenis.

**REVIEW AND APPROVAL OF MEETING #9 SUMMARY**

Committee members reported that they had reviewed the Meeting #10 Summary. Mr. Galvan stated that he was present at the last meeting and that the meeting summary should reflect this. The meeting summary was approved with this change.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee completed review of the Community Enhancements chapter and the edits are reflected in the report draft #8. After some discussion during the review of Design Concept chapter, the committee unanimously agreed that this chapter should reflect support for the ideas generated by the Tier 1 CAC even if conflict exists between the different communities. The committee felt it is important that the Tier 1 CAC recommendations be reflected in the Tier 2 report. The Community Ideas Matrices will be incorporated into the report appendix. Edits to the chapter have been incorporated. The Committee continued to review the chapters on Environmental Justice and Organization & Process. Draft #8 reflects these edits.

**PUBLIC COMMENT**

No audience members asked to speak before the group.

**MEETING RECAP AND NEXT STEPS**

Ms. McLaughlin briefly recapped the discussion. Ms. Gilmore stated that the facility would be available on August 19 or 26 for the committee to review the chapter on Health. The Committee agreed to meet on Thursday, August 26 from 6:30 to 9:00 pm. at Progress Park. She encouraged members to provide written comments/suggested revisions before the meeting, so that the Draft #8 would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:00 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
**PROGRESS PARK**

**MEETING # 12**  
August 26, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, August 26, 2004, the twelfth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:00 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations, specifically the chapter on Health and Air Quality.

Committee members in attendance were: Glenna J. Amos, Harold Arsenian, Hamid Bahadori, Gerald Burgess, Gustavo Camacho, Malcolm Carson, Clifford Dunbar, Bob Eula, Belinda Faustinos, Julie Gonzalez, Patricia Herrera, Roger Holman, Alan Hose, Bobbi Kimble, Angelo Logan, Mandy McLaughlin, Domenick Miretti, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Harold Tseklenis, Rod White.

**REVIEW AND APPROVAL OF MEETING #11 SUMMARY**

Committee members reported that they had reviewed the Meeting #11 Summary. The meeting summary was approved as written.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee reviewed of the Health and Air Quality chapter. The Committee had minor edits to this chapter that will be incorporated. The committee also reviewed the Executive Summary of the report. After the discussion, the committee members in attendance unanimously approved the Tier 2 Report on Major Opportunity/Strategy Recommendations on a roll call vote.

**PUBLIC COMMENT**

No audience members asked to speak before the group.

**MEETING RECAP AND NEXT STEPS**

Ms. Gilmore stated that the Oversight Policy Committee is scheduled to meet on September 30 to receive and file the Tier 2 Report. The Committee decided to create a subcommittee to prepare the presentation to the OPC. The members of the subcommittee are: Malcolm Carson, Bob Eula, Belinda Faustinos, Alan Hose, Bobbi Kimble, Angelo Logan, Joseph

Magadino, Harold Tseklenis, Rod White, Dr. Avol. The Gateway COG will coordinate logistics with the subcommittee and provide support as needed.

The meeting was adjourned at 9:00 PM.

**Long Beach City Council I-710  
Oversight Policy Committee, Summary  
of Outreach, City of Long Beach, September  
2004**

## Long Beach City Council I-710 Oversight Committee Summary of Outreach

Tonia Reyes Uranga, Chair  
Councilmember  
7<sup>th</sup> District

Bonnie Lowenthal  
Councilmember  
1<sup>st</sup> District

Val Lerch  
Councilmember  
9<sup>th</sup> District

The Long Beach City Council I-710 Oversight Committee was appointed on June 17, 2003, charged with the responsibility of addressing the significant policy issues that the City faces regarding the improvements to the I-710 Freeway. This Committee began working with residents and businesses along the I-710 Corridor to develop a solution for improving the I-710 Freeway that serves both the traveling public and the residents and businesses that are most impacted by the I-710 Freeway.

Long Beach residents first voiced their concerns during the I-710 Major Corridor Study, a multi-agency regional study charged with developing an overall strategy to improve the I-710 Freeway from the Port to the I-60 Freeway. That study, which had identified hundreds of homes in Long Beach to be taken, has been set aside and a new process is underway to allow greater input from all of the communities along this 18-mile corridor.

The I-710 Oversight Committee has hosted 20 community meetings and workshops since August 2003, which have been attended by hundreds of Long Beach residents. The meetings were designed to gain input and to share information regarding the concerns of those most impacted by the operation of the I-710 Freeway.

At its initial meeting, the Committee and the City Council approved a number of actions, including the following Guiding Principles to provide a framework for the development of a locally preferred strategy for the improvement of the I-710 Freeway:

### GUIDING PRINCIPLES FOR THE IMPROVEMENT OF I-710 FREEWAY

1. Improve public participation in the development and consideration of alternatives to provide technical assistance to facilitate effective public participation.
2. Identify and minimize the cumulative exposure to toxic pollutants *and noise* for neighborhoods in the affected areas. Minimize right-of-way acquisitions to preserve existing housing, businesses and open space. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels. Improve safety by reducing truck/automobile conflicts through improved roadway design.

6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems.

After hosting several community meetings, it became clear that the design of freeway improvements was just a part of the concerns of the residents along the corridor. On October 23, 2003, the I-710 Oversight Committee adopted the recommendation to acknowledge and address the four key issues that the community is most concerned about through a series of Community Roundtable Workshops. Those issues were:

#### KEY COMMUNITY ISSUES AND CONCERNS

*Approved by the City Council on 11/04/03*

1. Loss of Property and Neighborhood Impacts
2. Health, Environment and Noise
3. Truck Congestion, Safety and Impacts
4. Port Issues

Based on these concerns, the Long Beach I-710 City Council Oversight Committee held four community roundtable workshops:

January 22, 2004	Health & Environmental Concerns
January 29, 2004	Preserving Neighborhoods
February 5, 2004	Port Operations and the I-710 Freeway
February 12, 2004	Truck Congestion and Safety

Almost 350 people attended the four roundtable workshops where residents were able to interact with experts and get answers to their questions about the issues they care most about in regards to the I-710 Freeway. All four workshops were moderated by a local resident, with participation from community leaders and experts from various agencies, including the California Air Resources Board, the South Coast Air Quality Management District, Caltrans, Gateway Cities Council of Governments, the Army Corp of Engineers, and the Alameda Corridor Transportation Authority.

Each workshop generated a list of recommendations for the Long Beach I-710 Oversight Committee to consider as part of the planning process. The recommendations were considered by all of the community in attendance, and only those issues that received a consensus vote were included on the list to be brought forward to this committee. The consensus community recommendations were presented by representatives of the community that participated in formulating these recommendations, and were received and filed by the Committee at their meeting on February 25, 2004, and forwarded to the City Council and the regional I-710 committees that are continuing to meet on this issue.

On a parallel track, the Committee also continued to find common ground regarding the development of design concepts to provide guidance to the engineering consultant hired by the City, Meyer Mohaddes Associates (MMA), in the development of a Long Beach strategy to improve the I-710 Freeway. Design concepts were approved by the Committee on October 23<sup>rd</sup> and 28<sup>th</sup>, 2003:

## DESIGN CONCEPTS TO IMPROVE THE I-710 FREEWAY

*Approved by the City Council on 11/04*

1. Eliminate unnecessary truck ramps at the 91 Freeway interchange to minimize right-of-way impacts.
2. Utilize the space between the existing freeway and the Los Angeles River to add capacity and minimize right-of-way impacts.
3. Separate cars from trucks at-grade for increased safety wherever possible, and construct elevated structures only when necessary to minimize right-of-way impacts.
4. Modify existing freeway on- and off-ramps to use “diamond” designs where possible to minimize right-of-way impacts and expand opportunities for green space.
5. Eliminate the Terminal Island Freeway extension to the I-710 Freeway.
6. Redesign the Shoemaker Bridge and realign the ramps into downtown Long Beach to expand Cesar Chavez Park.

As community meetings continued, MMA began the process of developing a design concept for the eight mile of freeway in Long Beach, with the understanding that the City was looking for a systems approach that addressed the issues and concerns of the residents as a condition of any physical improvements to the I-710 Freeway.

On March 18, 2004, after ten community meetings spanning seven months, a draft locally preferred strategy of the mainline improvements was presented to the I-710 Committee, which was released for comment. The draft strategy was presented at seven community meetings hosted by interested neighborhood associations:

- |                  |                                     |
|------------------|-------------------------------------|
| ▪ March 25, 2004 | West Long Beach Association         |
| ▪ April 5, 2004  | Wrigley Association                 |
| ▪ April 7, 2004  | ProWest Neighbors United            |
| ▪ April 8, 2004  | West End Community Association      |
| ▪ April 21, 2004 | Coolidge Triangle Homeowners Assoc. |
| ▪ May 10, 2004   | Sutter Academy                      |
| ▪ May 12, 2004   | Los Cerritos Elementary School      |

The Committee also held two additional meetings to consider the comments and revisions to the draft plan that resulted from this series of meetings:

- |                |                                      |
|----------------|--------------------------------------|
| April 26, 2004 | Update on comments to Draft strategy |
| May 19, 2004   | I-710 Citywide Town Hall Meeting     |

Numerous comments were received regarding the physical improvements proposed in the draft plan, which has subsequently been revised, as well as

continuing concerns expressed regarding air quality, the impacts from Port operations and safety.

The policy of this Committee has continued to be that any physical improvements to the I-710 Freeway must also address the key issues and concerns that have been raised by the Long Beach community, and should also incorporate a systems approach that includes:

- Port diesel emission improvements
- Truck diesel emission improvements
- Enhanced Alameda Corridor
- On-dock rail
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts

Toward that end, this systems approach, along with the recommendations that have been collected regarding the community's concerns, have been and will continue to be a part of the City's I-710 Locally Preferred Strategy. An illustrated map has been developed that summarizes the more detailed design developed by MMA for the Long Beach I-710 Locally Preferred Strategy. This strategy, which includes more detailed maps of proposed improvements was approved by the I-710 Oversight Committee on June 16, 2004 and by the City Council on June 22, 2004. It has been forwarded to the regional I-710 Oversight Policy Committee and its subcommittees for incorporation into the locally preferred strategy for the full 18-mile I-710 Freeway Corridor.

The attached map drawing illustrates the locally preferred strategy that was approved by the Long Beach I-710 Oversight Committee.

## Strategy Includes

- Port Diesel Emissions Improvements
- Truck Diesel Emissions Improvements
- Enhanced Alameda Corridor
- "On-Dock" Rail
- Local Street Improvements
- Traffic Signal Enhancements
- Improved Transit
- Fees to Offset Local Impacts

