

APPENDIX S

***Major Opportunity/Strategy
Recommendations and Conditions, TIER
2 Community Advisory Committee, August
2004***

I-710/MAJOR CORRIDOR STUDY
Tier 2 Community Advisory Committee

**Major Opportunity/Strategy Recommendations
and Conditions**



August, 2004

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Executive Summary

INTRODUCTION

This report presents the final consensus resulting from nine months of deliberations by a broad-based group appointed by I-710 corridor communities and the I-710 Oversight Policy Committee. Known as the Tier 2 Committee, this group represented a broad base of interests, including local communities, academic, environmental, business, community and environmental justice. The most directly impacted communities in the corridor were invited to form community-level committees (known as the Tier 1 Committees). The chairs of these committees were also represented on the Tier 2 Committee, along with a representative named by each City Council in the remaining corridor cities.

The following guiding principles define the priorities of the Tier 2 Committee and reflect the consensus that emerged during this process:

- 1. This is a corridor – considerations go beyond the freeway and infrastructure.**
- 2. Health is the overriding consideration.**
- 3. Every action should be viewed as an opportunity for repair and improvement of the current situation.**

The Committee recognizes that something must be done to address the current congestion and design of the I-710 freeway. The high number of trucks on the freeway uses up capacity and the mix of cars and trucks poses a serious safety concern. The committee agrees that the hybrid design concept presented could accomplish maximum build out in a manner that reflects the Tier 1 CACs' concerns and recommendations for their communities, with the exception of the City of Commerce and East Los Angeles area, which require further study. However, the I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. Today, particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Long Beach and Los Angeles are our communities' primary air-quality-related health concern. **Therefore, the conditions for major infrastructure improvements must be as follows:**

1. Implement a corridor level action plan to improve community air quality.
2. Major infrastructure improvements must be conditioned on achieving air quality goals to protect public health; corridor air quality must comply with county, state and federal standards prior to the start of mainline construction

and the entire project taken as a whole must result in a net reduction in criteria pollutants.

3. Prior to the initiation of the environmental review process, all Tier 1 Community Advisory Committees must have formally endorsed the freeway improvement design concept.
4. Prior to adopting a preferred alternative the OPC must conduct a study and cost benefit analysis of potential goods movement alternatives as an alternative to increasing the capacity of the I-710 Freeway.
5. A study of the impact of construction on air quality, traffic, congestion, noise and impact on surrounding communities must be conducted, and if construction does go forward, specific mitigation plans must be developed and put into effect during the construction process to minimize and mitigate the impact of construction on the surrounding communities.
6. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impacts upon the affected communities.

The Committee recognizes that certain aspects of the design concepts, particularly for designated on-ramps, may be appropriate for implementation prior to addressing the “mainline” issues. However, these improvements cannot be constructed in isolation from all of the other recommendations such as public health, community enhancement, and noise abatement. The I-710 design must take into account the safety and quality of life of the communities in the corridor, including provisions for greenbelts and open space.

This Executive Summary presents a synopsis of our committee’s findings and recommendations, which are presented, in eight topic areas. (Greater detail is provided in the full report.)

HEALTH

Air quality is the number one public health issue. Poor air quality has had significant negative impacts on public, economic, environmental and community health in the corridor. Particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Los Angeles and Long Beach are our communities’ primary air-quality-related health concern. The first consideration for approval of any improvements within the I-710 corridor must be the project’s ability to reduce air quality impacts. Therefore, these steps must be taken before construction can begin on the “mainline” project to reduce air pollution.

The Tier 2 Committee recommends the following air quality improvement strategies:

1. Develop an action plan to improve air quality in the corridor.
2. Implement a corridor level action plan to improve community air quality.
3. Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions.
4. Pursue opportunities for incremental improvements.
5. Implement port-specific air quality improvement strategies.

JOBS AND ECONOMIC DEVELOPMENT

The twin ports of the San Pedro Bay generate significant economic benefits for the region as a whole. However, the cost associated with the movement of goods is primarily borne by local communities. These external costs, including increased levels of pollution, have reduced the attractiveness and livability of these communities. To address this imbalance, local residents and businesses must become net beneficiaries of the continued growth in international trade through the local ports. Improvement of air quality and the environment are essential for the area to take advantage of and capitalize on the area's assets. In addition, an investment in education is necessary to continue to diversify the economy and provide economic opportunity for residents.

The Tier 2 Committee recommends the following economic development strategies:

1. Position the I-710 corridor and Gateway communities for a post-oil economy.
2. Create a community environment that attracts and retains businesses and residents who can support a new gateway cities economy.
3. Enable the I-710 corridor and Gateway communities to become more proactive in today's economy.
4. Institute corridor-wide programs and partnerships to equip area residents with the skills needed to move into higher-paying jobs in this new economy.
5. While promoting the importance of all business, specifically recognize small business as an economic driver and foster its growth within the communities.
6. Consistent with current law, advocate policies at the national, state, regional and local levels to require businesses that benefit from any potential I-710 improvements to pay living wages.

SAFETY

The I-710 corridor is one of the most unsafe freeways in the State. Increasing truck traffic, conflicts between cars and trucks, aging infrastructure, and outdated design are all contributing causes to accidents in and around the freeway. The high concentration of older trucks, which frequently become disabled, poses a significant safety hazard, as do truck intrusions into nearby communities and neighborhoods. Just as the Alameda Corridor helped reduce conflicts between trains and automobiles, any improvements to the I-710 corridor must resolve the inherent conflicts between automobiles and trucks.

The Tier 2 Committee recommends the following safety improvement strategies:

1. Continue support and implementation of safety programs.
2. Increase enforcement of traffic and vehicle safety laws and regulations.
3. Increase public and trucker education on safety and neighborhood issues.
4. Implement infrastructure improvements.
5. Separate trucks and cars.

NOISE

Excessive noise is a serious public health concern in the corridor and cannot be resolved by simply building more sound walls. A comprehensive analysis of noise along the corridor must lead to a plan that recognizes the health impacts to our communities and seeks to resolve those impacts by providing appropriate relief. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impact upon the affected communities.

The Tier 2 Committee recommends the following noise control strategies:

1. Provide appropriate and effective sound walls to reduce noise impacts to neighborhoods and schools adjacent to the freeway.
2. Implement noise mitigation programs.
3. Conduct a study to assess how truck traffic from extended gate hours for trucks and 24/7 port operations will impact communities, and assess what mitigations may be appropriate.

CONGESTION AND MOBILITY

The major purpose of congestion relief must be to improve the quality of life and economic vitality of the corridor rather than simply to accommodate port growth. The current corridor capacity is not adequate even for the existing demands in the area. The current conditions along the corridor are simply not acceptable. The Committee suggests an approach that provides multiple options for personal mobility – auto, pedestrian, bike and transit – within the corridor. Likewise, goods movement requires a comprehensive, regional approach that reduces bottlenecks in all segments – ship, truck, and rail.

The Tier 2 Committee recommends the following congestion and mobility strategies:

1. Maximize use of existing infrastructure
2. Implement expanded public transit solutions.
3. Provide a comprehensive bicycle and pedestrian network with connectivity throughout the area.
4. Develop a consistently implemented plan with cities and residents to mitigate construction impacts and maintain access.
5. Support cooperative planning among all ports along the West Coast.

COMMUNITY ENHANCEMENTS

The I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. Plans for future improvements to the I-710 are not intended to solely address congestion and mobility problems. Instead a revitalized I-710 must be the catalyst to enhance local communities along the corridor, creating an even more desirable place to live, work, and play. Major infrastructure improvements must also be conditioned on conclusion of satisfactory agreements with the neighboring communities to fully mitigate negative aesthetic impacts and to mitigate the impacts of any increased light and glare.

The Tier 2 Committee recommends the following community enhancement strategies:

1. Preserve existing parks, open space, and natural areas.
2. Develop and implement community enhancement projects.
3. Provide programs to minimize construction impacts.
4. Develop and implement a plan for arterial streetscapes.
5. Mitigate light and glare in surrounding communities.

DESIGN CONCEPTS

A new design concept for I-710 and/or alternative transportation modes for vehicles and goods movement is needed that responds to the specific design recommendations developed by the Tier 1 CACs to minimize or limit take of homes within their communities along I-710. The hybrid design, as developed to date, does a credible job of accomplishing this goal. However, final decisions on project configuration can only be made subsequent to incorporation of the further study of East Los Angeles and City of Commerce and upon completion of cost benefit and environmental studies. The I-710 design must take into account the safety and quality of life of the communities located next to the freeway, including provisions for greenbelts and open space.

The Tier 2 Committee recommends the following design concept strategies:

1. Endorse the specific Tier 1 CAC recommendations included in the Appendix.
2. Support capacity enhancement improvements for the I-710 Freeway upon meeting the conditions recommended in this report, including those recommended by both Tier 1 and Tier 2 CACs.
3. If economic and environmental studies show that expansion of the freeway is necessary, develop new transportation infrastructure for I-710 that separates cars from trucks.
4. If economic and environmental studies show that expansion of the freeway is necessary, locate the new truck lanes in such a way as to minimize community impacts.
5. Redesign unsafe and congested interchanges on I-710.
6. Consider future needs and requirements in implementing any new I-710 design.
7. If economic and environmental studies show that expansion of the freeway is necessary, upgrade of the existing freeway must satisfy criteria detailed in this report.

ENVIRONMENTAL JUSTICE

In the fifty years since the freeway was first built, the corridor has become home to minority and low-income populations. For many years, the people who live within the corridor have shouldered an unfair burden in health, economic, and quality of life issues. Environmental justice requires a mechanism for the meaningful involvement of all people in the transportation decision-making process and to ensure that the low-income and

minority communities receive equitable distribution of the benefits from transportation activities without suffering disproportionate adverse impacts.

The Tier 2 Committee recommends the following environmental justice strategies:

1. Include the corridor communities in the planning process in a meaningful way, including provision of appropriate language translation.
2. Ensure that impacts do not disproportionately fall on low-income people or people of color.
3. Ensure that the benefits from the projects flow to the corridor communities.

ORGANIZATION AND PROCESS

To ensure that the work of the Tier 2 Committee is carried forward as set forth in the full report, a task force of representatives from the Tier 2 CAC, the OPC and the TAC should be established to plan and oversee the implementation of the conditions and recommendations of the Tier 2 CAC.

The Tier 2 Committee recommends the following organization and process strategies:

1. This Tier 2 Report will be formally “agendized” and presented to the OPC when it convenes in September 2004 for its consideration and decision. All Tier 2 members will be invited to the OPC meeting, and the presentation of the Tier 2 report will be delivered by a representative group of Tier 2 spokespersons.
2. Following the OPC’s meeting, there will be a follow-up meeting(s) of the Tier 2 Committee to discuss actions taken by the OPC.
3. Prior to the beginning of any formal EIR for the I-710 Major Corridor Study, Metro (MTA) and the Gateway Cities COG will work with the communities, appropriate agencies, organizations and community groups in developing a collaborative process for community participation in the environmental review process. This process will continue to work collaboratively throughout the EIR process.

CONCLUSIONS AND NEXT STEPS

This report is hereby presented by the Tier 2 CAC to the I-710 Oversight Policy Committee. The Committee expects that its recommendations will be carried forward by the OPC, the Gateway Cities COG, the Los Angeles County Metropolitan Transportation Authority (Metro), the Southern California Association of Governments (SCAG) and the

California State Department of Transportation (Caltrans). Further, we expect our recommendations to be used as required guidance in the planning and development of future corridor improvements. The Committee and the communities we represent expect to have continued formal and meaningful participation in the I-710 corridor improvement process and look forward to working with the OPC and future project sponsors toward an improved and revitalized I-710 Corridor.

I. Introduction

This report documents the recommendations for policies, strategies and conditions developed by the Tier 2 Committee to address I-710 issues, paving the way for a consensus-based corridor solution. The Tier 1 Community Advisory Committee (CAC) chairs represented the Tier 1 Committees on the Tier 2 Committee to ensure that community concerns and recommendations were represented. The Oversight Policy Committee (OPC) will review the findings and recommendations outlined in this report and will use the information to make recommendations for potential action. The Technical Advisory Committee (TAC) will review the recommended strategies generated by the process and consider the implications to the local preferred strategy. This report will also be included in the Major Corridor Study.

Strategic discussions among Tier 2 Committee members occurred over a series of twelve facilitated meetings held from February through August 2004. Building on a foundation of understanding of their own community issues and particular concerns, Tier 2 Committee members began to examine corridor-wide issues and shared their viewpoints with each other in open and thought-provoking dialogues. Experts were available to answer questions and to add clarity to specific concerns.

GUIDING PRINCIPLES

The Foundation of Our Findings

The guiding principles set forth below affirm the Tier 2 Committee's concerns and encompass the values that are important to the communities along the corridor. These principles define the priorities of the Tier 2 Committee and reflect the consensus that emerged during this process. The recommendations in this report support these principles:

1. This is a corridor – considerations go beyond the freeway and infrastructure.
2. Health is the overriding consideration:
 - Public Health (the people)
 - Environmental and Community Health (the place)
 - Economic Health (the resources)
3. Every action should be viewed as an opportunity for repair and improvement of the current situation.

II. Financial Considerations

The Committee recognizes that the strategies, recommendations and conditions in this report will be costly. In order to implement the strategies and policies identified by the Tier 2 Committee it will be necessary to establish appropriate lead agencies and funding sources for these programs. This Committee expects that the project lead agency will be responsible for directing mitigation funds to implement these recommendations. While it is expected that mitigation funds and fees may fund all or portions of these programs, the issues of funding and program implementation are generally beyond the scope of these recommendations and must continue to be addressed by the Tier II CAC and OPC. The Committee also expects that our public officials will bring to bear all available means to implement the community's vision including existing and new regulations, incentives, and funding sources, including appropriate contributions from the goods movement industry

III. Conditions

1. Implement a corridor level action plan to improve community air quality. The State shall levy fees on containers to fund environmental improvements and community programs to address hidden costs attributable to goods movement impacts, including the funding of community health care clinics.
2. Major infrastructure improvements must be conditioned on achieving air quality goals to protect public health. Based on air monitoring data collected by regional air quality agency stations (including, but not limited to, South Coast Air Quality Management District (AQMD) stations in Lynwood and North Long Beach), corridor air quality must be in compliance with State and National Ambient Air Quality Standards prior to the start of freeway construction. Furthermore, the entire 710 corridor improvement project must from inception result in a reduction in criteria pollutants (particulate matter, ozone, nitrogen dioxide, and carbon monoxide) in the corridor and rail and port communities, as compared to 2002 baseline values according to the SCAQMD, State standards, or National Ambient Air Quality Standards, whichever are lower, and that reduction must be maintained. The lowering of emissions shall include those from the ports of Long Beach and Los Angeles. No construction project on the mainline shall move forward until credible, acceptable plans for achieving this reduction are received and approved by the OPC and Tier 2 CAC.
3. Prior to the initiation of the environmental review process, all Tier 1 Community Advisory Committees (CACs) must have formally endorsed (signed off on) the freeway improvement design concept.
4. Prior to adopting a preferred alternative, the OPC must conduct a study of potential goods movement alternatives (such as the use of maglev system for freight movement) as an alternative to increasing the capacity of the I-710 Freeway; this study must include a cost benefit analysis.
5. A study of the impact of construction on air quality, traffic, congestion, noise and impact on surrounding communities must be conducted, and if construction does go forward, specific mitigation plans must be developed and put into effect during the construction process to minimize and mitigate the impact of said construction of the surrounding communities.
6. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impacts upon the affected communities.

IV. Health

SYNOPSIS OF FINDINGS:

Air quality is the number one public health issue. Poor air quality has significant negative impacts on public, economic, environmental and community health in the corridor. Other parts of the environment, such as water quality, are also negatively impacted by goods movement.

Particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the ports of Long Beach and Los Angeles are our communities' primary air-quality-related health concern. Ports and all associated transportation such as trucks, trains, ships, and yard equipment are the major sources of pollution along the I-710 corridor. Cars continue to be a source of air quality and health concerns in the corridor as well, but the continuing increase in port activities has focused corridor community attention on cargo movement-related emissions (ships, trucks, trains, and yard equipment). Noise is also a significant health issue, but because this issue has additional ramifications, it is treated in depth in a separate section of this report.

RECOMMENDED STRATEGIES

- 1. Develop an action plan to improve air quality in the corridor, including the following steps:**
 - a. Establishing a baseline of current levels of pollution from each contributing source using the best available technology.
 - b. Identify the level of air quality impacts from increasing trucking, rail and shipping.
 - c. Determine the approximate costs of health care that can be traced to the differential levels of air pollution to be encountered by corridor community members as a result of the construction effort, if it goes forward as envisioned.
 - d. Study the direct and indirect health and other economic costs on communities and the region caused by global trade and its associated pollution impacts.

- 2. Implement a corridor level action plan to improve community air quality**
 - a. Use enforcement, truck inspections and incentives to control emissions.
 - b. Require air quality improvements in port operation as a condition of project approval.

- c. Encourage the development and expansion of fleet modernization clean air programs.
- d. Levy fees on containers to fund environmental improvements and community programs to address hidden costs attributable to goods movement impacts including:
 - Health care
 - Alternative fuels
 - Improvements/construction of I-710 infrastructure
 - Beautification of the corridor
- e. Develop infrastructure that quantifies emission reductions:
 - Permanent monitoring stations to measure emissions levels in the corridor
- f. Develop and implement improved air quality monitoring techniques.

3. Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions.

- a. Make the use of alternative fuels a priority.
- b. Discourage use of out-of-state fuel.
- c. All trucks, regardless of origin, must be subject to local, state and federal standards
- d. Require all trucks using the truck lanes on the I-710 to use alternative fuels as defined above, or pollution controls which achieve equal or better results.
- e. Require all railroad locomotives servicing the two ports, or any rail yards connected with port container traffic, to use alternative fuels as defined above, or pollution controls which achieve equal or better results.
- f. Require the Alameda Corridor Authority to prepare a plan to electrify all locomotives involved in its operations.

4. Pursue opportunities for incremental improvements

- a. Retrofit schools, homes and parks to increase protection from noise and pollution.
- b. Identify location and develop facility for one-stop truck inspection.
- c. Provide incentives for businesses to accept off-peak deliveries.
- d. Create programs to assist truck owners with engine/equipment upgrades and retrofits.
- e. Restrict Port-generated traffic onto I-710 until improved fuels programs or other pollution emissions mitigation programs are implemented.
- f. Provide landscaping, specifically including tree planting, to improve air quality.

- 5. Implement Port-specific strategies**
- a. Require ports to develop plans to electrify other terminal operations as a priority.
 - b. Require all rubber tired gantry cranes to be electrified.
 - c. Require all ships docking in the Ports of Los Angeles and Long Beach to shut down all diesel engines and use shore electric power.
 - d. Require the ports to expedite development of effective pollution controls for ships.
 - e. Make mandatory the proposal of CARB to require that ships entering the coastal waters of California switch to low sulfur diesel fuel. Require the ports to provide financial subsidy if necessary to implement this requirement.
 - f. Include trucks, trains and rail yards, marine vessels, and port equipment in clean air initiatives.
 - g. Require all terminal equipment at the ports to operate on alternative fuel as defined by CARB. This includes Liquid Petroleum Gas, Compressed Natural Gas, or Liquid Natural Gas. As an alternative, require all engines to be equipped with pollution control technology, which achieves equal or less emissions.
 - h. Establish a fund that shippers must pay into, that provides rebates to those who adopt the use of clean air engines for vehicles. Ensure that this program accomplishes the goals of decreasing pollution rather than a pay-to-pollute program.

POLICY CONSIDERATIONS

The first consideration for approval of any improvements within the I-710 corridor must be the project's ability to reduce air quality impacts. Air quality in the corridor must be better at the time of construction than it is today. Therefore, these steps to reduce air pollution must be taken before construction can begin on the "mainline" project.

V. Jobs and Economic Development

SYNOPSIS OF FINDINGS

The central location of the Gateway communities and proximity to ports, waterfronts, airports, downtown, Orange County and the Inland Empire has been undercapitalized. The ports provide economic benefit but statistics do not exist that can track these benefits back to specific communities. Therefore, communities are not convinced of the specific level of benefit provided by the ports in comparison to the cost caused by port and freight operation. In recent years, the area has been in transition from high-quality, high-paying manufacturing and aerospace jobs to lower-pay manufacturing and logistics jobs. Improvement of air quality and the environment are essential for the area to take advantage of and capitalize on the area's assets. In addition, an investment in education is necessary to continue to diversify the economy and provide economic opportunity for residents. Finally, there is some measure of competition among the ports, resulting in lack of cooperative planning at the regional, state, national and international levels.

RECOMMENDED STRATEGIES

1. **Position the I-710 corridor and Gateway communities as leaders in the post-oil economy**
 - a. Develop and sponsor job training programs for alternative fuel vehicle retrofit and manufacturing, which will fit into a retrofit program implemented by the lead agency.
 - b. Re-think and re-organize alternative/non-oil methods and operations for goods movement throughout the region.
 - c. Conduct a feasibility study for an alternative transportation system such as Maglev.
2. **Create a community environment that attracts and retains businesses and residents who can support a new gateway cities economy**
 - a. Improve health, air quality and infrastructure.
 - b. Provide economic incentives for industries, and especially environmentally friendly industries, which offer the greatest multiplier effect and improve the region's quality of life.
 - c. Use the experience of other waterfront cities, such as Boston, New York, London, and Melbourne, as models for redevelopment.
3. **Enable the I-710 corridor and Gateway communities to become more proactive in today's economy**

- a. Conduct a cost/benefit analysis of the international goods movement industry to determine the economic impact of international trade on the corridor communities.
 - b. Reduce the communities' over-reliance on jobs that damage the quality of life by supporting the development of other, more community-friendly industries.
 - c. Create or support regional mechanisms for sustainable economic development.
- 4. Institute corridor-wide programs and partnerships to equip area residents with the skills needed to move into higher-paying jobs in this new economy**
- a. Develop and promote education, training and internship opportunities for youth and young adults.
 - b. Build on existing adult education and vocational training programs.
 - c. Establish strategic partnerships between corridor cities, the Gateway Cities COG, community colleges, regional occupational programs, and local business.
 - d. Dedicate an incremental percentage of container fees to partially fund job training and development programs.
 - e. Provide training to allow employees to transition from traditional truck, port and train jobs to alternative transportation systems such as maglev.
- 5. While promoting the importance of all business, recognize small business, as an economic driver, and foster its growth within the communities**
- a. Encourage land use and economic policies that support small business development.
 - b. Promote fee structures and amenities that attract and encourage small business growth.
- 6. Consistent with current law, advocate policies at the national, state, regional and local levels to require businesses that benefit from any potential I-710 improvements to pay living wages. (Note: Consensus was not reached on this specific recommendation. Dissent included, "the concept of living wages is unrealistic and unenforceable.")**

POLICY CONSIDERATIONS

The twin ports of the San Pedro Bay generate significant economic benefits to the Southern California region and the nation as a whole by facilitating the rapid growth in international trade. However, the cost associated with the movement of goods, whether through the ports or the region's arterial highway, freeway or rail corridors, is primarily

borne by local communities. The cities adjacent to the ports as well as the cities bordering the major transportation corridors, especially the I-710, experience increased levels of pollution. These external costs have reduced the attractiveness and livability of these communities. To address this imbalance, local residents and businesses must be net beneficiaries of the continued growth in international trade. Not only must programs be earmarked for local residents and businesses, but companies who locate in corridor communities must also be encouraged to hire locally. In addition, major construction projects should be structured to incorporate effective programs to provide local residents with jobs. At the same time, there is a clear obligation to implement mitigation measures to reduce the adverse effects associated with goods movement.

VI. Safety

SYNOPSIS OF FINDINGS

The I-710 corridor is one of the most unsafe freeways in the State. Increasing truck traffic, conflicts between cars and trucks, aging infrastructure and outdated design are all contributing causes to accidents in and around the freeway. In addition, the high concentration of older trucks is a significant contributing factor to the frequency of disabled big rigs, which pose a significant safety hazard. Truck intrusion into nearby communities and neighborhoods also negatively impacts street safety in these areas. While the Alameda Corridor grade separations have improved the safety of street crossings within the corridor, other freight and rail operations continue to be a source of concern for the communities. Furthermore, the current sub-standard design features of the I-710 significantly contribute to the traffic safety problems associated with the corridor, and demand safety design upgrades and improvements.

RECOMMENDED STRATEGIES

- 1. Continue support and implementation of safety programs**
 - a. Support the Gateway Cities Council of Governments (COG) Safety Initiatives.
 - b. Support implementation of MTA Big Rig Tow program.
 - c. Encourage goods movement industry to revise its rate structure in order to support truck upgrades.
- 2. Increase enforcement of traffic and vehicle safety laws and regulations**
 - a. Establish permanent truck inspection station(s).
 - b. Monitor vehicle speeds and enforce speed limits.
 - c. Support safe driving of trucks through added enforcement.
 - d. Support safe driving of vehicles in the presence of trucks through added enforcement.
 - e. Enforce a truck certification program for all trucks
- 3. Increase public and trucker education on safety and neighborhood issues**
 - a. Utilize CHP materials to increase public awareness.
 - b. Educate drivers about truck stopping speed and distances and truck driver blind spots.
- 4. Implement infrastructure improvements**

VI. Safety

- a. Ensure that median barriers are in place along the full length of the freeway, and that they are high enough to increase protection, minimize traffic delays created by glare and drivers slowing to view accidents.
- b. Improve lighting while fully mitigating light pollution from all sources including port and rail yards.
- c. Improve existing informational signage.
- d. Link signage to Intelligent Transportation Systems (ITS).
- e. Re-surface the I-710 Freeway, making no assumptions that doing so should necessarily add capacity.
 - i. If there is a major corridor improvement on the mainline, provide separate lanes for trucks and vehicles.

POLICY CONSIDERATIONS

Any improvements to the I-710 corridor must resolve the inherent conflicts between automobiles and trucks. Just as the Alameda Corridor helped reduce the conflicts between trains and automobiles, improvements to the I-710 corridor should lead to a safe highway infrastructure that resolves the truck/auto conflict, provides the opportunity to remove unsafe vehicles from the road, and creates a more efficient transportation corridor based on good information and safer geometric design features using the most current highway design standards, while minimizing and mitigating the impacts to the surrounding neighborhoods.

VII. Noise

SYNOPSIS OF FINDINGS

Excessive noise is a serious concern in the corridor. Noise has been shown to impact learning ability, skills development and quality of life. While not all noise can be eliminated, noise can be controlled through design and operational strategies, sound walls and retrofit of homes, schools and equipment. Noise must be controlled and we must find the means to do so.

RECOMMENDED STRATEGIES

- 1. Provide appropriate and effective sound walls to reduce noise impacts to neighborhoods and schools adjacent to the freeway**
 - a. Make sound walls along the freeway consistent in appearance, attractive and well designed. Plant native vines on walls to discourage graffiti.
 - b. Ensure that sound walls and noise abatement treatments are designed, budgeted and installed before construction begins, and take into account steps necessary to shield residents from the noise of construction itself.
 - c. Ensure that additional sound buffers, such as sound walls and landscaping are installed where double decking occurs, to ensure no increase in overall levels in residential areas.

- 2. Implement noise mitigation programs**
 - a. Retrofit homes and schools near the freeway, freight routes and rail yards with double-paned glass and air conditioning or other sustainable methods for reducing noise such as landscaping and window shades.
 - b. Trucks using the corridor must utilize the latest noise reduction technology, including retrofitting of old trucks to decrease noise.
 - c. Implement train noise mitigation for communities near rail yards and rail ways.
 - d. Aggressively enforce train switching and truck engine brake laws.
 - e. Ensure noise mitigation during construction, including mitigation related to truck diversion on all detour routes and “hot spots” in the corridor.
 - f. Design the freeway system so that there is a lower ambient noise level in communities.
 - g. Choose road surfaces that result in lower noise levels. Noise levels associated with any improvements must not exceed CNELs in local land use plans.

3. **Conduct a study to assess how truck traffic from extended gate hours for trucks and 24/7 port operations will impact communities, and assess what mitigations may be appropriate.**
 - a. Designate special truck routes through communities, and create them, if needed, utilizing designs that will result in lower noise and pollution levels in residential neighborhoods.
 - b. Adopt policies and enforcement mechanisms to reduce and prevent truck idling on city streets, and encourage new technologies in this endeavor.
 - c. Consider a mini-truck stop in designated areas to reduce and eliminate truck idling on city streets.

POLICY CONSIDERATIONS

Noise issues go beyond simply building more soundwalls. A comprehensive analysis of noise along the corridor must lead to a plan that recognizes the health impacts to our communities and seeks to resolve those impacts by providing appropriate relief. Future improvements must consider noise as a primary public health issue and find ways to mitigate those impacts.

VIII. Congestion and Mobility

SYNOPSIS OF FINDINGS

Congestion is a significant quality of life issue for area residents and businesses. The major purpose of congestion relief must be to improve the quality of life and economic vitality of the corridor rather than simply to accommodate ports growth. Although the port's growth is a major contributing factor to the increased traffic on the I-710 corridor, the ambient background growth must be considered and mitigated as well. The current corridor capacity is not adequate even for the existing demands in the area. It is necessary to identify multi-modal capacity enhancements along the I-710 corridor and the region to address congestion and mobility. Alternative transportation has been an underdeveloped asset in the corridor, especially mass transportation, bicycle and pedestrian options. Since many corridor and freeway improvements may require construction, we must recognize potential negative impacts from this construction and aggressively plan ahead to deal with them. While expanded hours for the ports can decrease congestion during daytime hours, this policy can also increase nighttime impacts on neighborhoods. Measures are needed to anticipate, plan for and mitigate these impacts.

RECOMMENDED STRATEGIES

- 1. Maximize use of existing infrastructure**
 - a. Synchronize signals along major arterials.
 - b. Consider extended gate hours for trucks and 24/7 port operations if ways can be found to ensure that there will be no impact on adjacent residential areas.
 - c. Encourage full utilization of the Alameda Rail Corridor and vigorously pursue additional use possibilities.
 - d. Support policies that support near dock facilities.
 - e. Regulate port- and rail-generated traffic onto I-710 based on I-710 capacity.
 - f. Encourage use of mass transit.
 - g. Encourage alternative business hours by employers to distribute commuter traffic to non-peak hours.
 - h. Encourage alternative business hours to accommodate trucks during off peak commuter hours, so long as the impact to the community is minimal.
- 2. Transit**
 - a. Create links to other forms of public transportation.

- b. Close gaps in bus service.
 - c. Expand light rail system.
 - d. Make use of alternative transportation such as maglev for port use and people moving.
 - e. Provide incentives for use of mass transit, including rideshare and other modes.
- 3. Provide a comprehensive bicycle and pedestrian network that provide connectivity throughout the area**
- a. Utilize existing bike and pedestrian trails and provide new ones along the Los Angeles River Corridor.
 - b. Establish east-west connections across the freeway to unite communities and provide access to the Los Angeles River bike trail.
 - c. Provide for bike lanes and sidewalks in all aspects of arterial improvements to the I-710 corridor.
- 4. Develop a consistently implemented plan with cities and residents to mitigate construction impacts and maintain access**
- a. Examine truck destinations to create alternate routes.
 - b. Mitigate impacts in all areas that are in proximity to local schools.
 - c. Restrict the construction hours to off-peak hours, and maximize the nighttime construction activities with full consideration for its noise and light impacts.
 - d. Support legislation (such as original language contained in AB2041) to encourage extended gate hours and to help mitigate truck traffic.
- 5. Support cooperative planning among all ports along the West Coast**
- a. Address impacts and develop consistent fee structures and policies with regard to containers.
 - b. Expand cooperative port efforts beyond Los Angeles/Long Beach to West Coast, national and international policies. Support a common fee structure among ports so that there is not an incentive to move freight operations based on fees paid.
 - c. Support legislation (such as in the original AB 2043) to develop and maintain a long-range plan for West Coast port planning and general transportation and distribution. Future port planning must take into account roadway and rail capacity not just terminal capacity.
- 6. Create additional options to address long-term capacity needs.**
- a. Consider long-term impacts of elevated roadways on the local economy and environment.

- b. Study the use of underground truckways to relieve congestion of surface traffic when surface truckways approach “design capacity”.

7. Address and Manage Impact of National Goods Movement Trends on Local Facilities.

- a. Set a goal to redirect a portion of imports destined outside Southern California to other West Coast ports.

POLICY CONSIDERATIONS

The goal of congestion and mobility relief is to improve the movement of goods and people significantly reducing health impacts and enhancing quality of life. The strategies suggest an approach that provides multiple options for personal mobility – auto, pedestrian, bike and transit – within the corridor. Likewise, the outcome for goods movement must be a comprehensive approach towards a regional network that reduces bottlenecks in all segments – ship, truck, and rail – but is not primarily to promote port growth. The current conditions along the corridor are simply not acceptable.

IX. Community Enhancements

SYNOPSIS OF FINDINGS

The I-710 corridor is more than just a place for trucks to pass through on their way to their final destination. It is the location of our homes, businesses, schools, parks, and lives. A significant consideration for all projects is how they enhance and upgrade the natural and built environment along the corridor. A revitalized I-710 must be the catalyst that improves the region's quality of life and makes the area an even more desirable place to live, work, and play.

RECOMMENDED STRATEGIES

1. **Preserve existing parks, opens space and natural areas**
 - a. The design must accommodate additional planned park, open space and wetlands projects in the corridor.
 - b. All mitigation funding for this project related to the impacts on open space, parklands or habitat will be used to implement Los Angeles River and tributary, or other open space, habitat restoration, recreational and educational opportunities within the corridor.
 - c. There must be no net decrease in the amount of permeable surface as a result of the I-710 corridor project.
 - d. Design ramp abandonment and other corridor-related infrastructure improvements to make maximum use of these areas for community open space and enhancement projects.
 - e. There must be no negative impacts to the Los Angeles River, Compton Creek or other open channels in the corridor as a result of this project.
 - f. To the maximum extent possible, landscaping materials used for this project should be local native plants.
2. **Develop and implement community enhancement projects**
 - a. Coordinate with local city redevelopment departments to identify priority enhancement areas.
 - b. Utilize input from CAC to develop community enhancement priorities.
 - c. Emphasize landscaping and aesthetic improvements to major arterial routes within the corridor.
3. **Provide programs to minimize construction impacts**
 - a. Establish construction staging areas in locations with the least amount of impact on local circulation.

- b. Establish a community forum to identify and rectify impacts during construction.
- 4. Develop and implement a plan for arterial streetscapes**
- a. Landscape medians, using native plants and recycled water where possible.
 - b. Utilize signage, which identifies communities and connections to local rivers, i.e., LA, Compton Creek, Rio Hondo, bikeways, parks and historical landmarks.
- 5. Mitigate light and glare in surrounding communities**

POLICY CONSIDERATIONS

As the import/export industry continues to grow and generate traffic in the ports, the corridor communities continue to be burdened without any significant gain. The inherent potential of these communities cannot be fully realized until their perception as unattractive and economically challenged communities is changed. Plans for future improvements to the I-710 are not intended to solely address congestion and mobility problems but to enhance local communities along the corridor. Major infrastructure improvements must also be conditioned on conclusion of satisfactory agreements with the neighboring communities to fully mitigate negative aesthetic impacts and to mitigate the impacts if any increased light and glare.

X. Design Concepts

SYNOPSIS OF FINDINGS

The Committee recognizes that something must be done to address the current congestion and design of the I-710 freeway. The high number of trucks on the freeway uses up capacity and the mix of cars and trucks poses a serious safety concern. Measures must be taken to separate cars from trucks. In addition, the design of the freeway is outdated and contributes to the safety and congestion problem. A new design concept for I-710 and/or alternative transportation modes for vehicles and goods movement is needed that responds to the specific design recommendations developed by the Tier 1 CACs to minimize or limit take of homes within their communities along I-710. The Committee further recognizes that certain aspects of the design concepts, particularly for designated on-ramps, may be appropriate for implementation prior to addressing the “mainline” issues. The Committee further recognizes that in addition to addressing air quality goals, prior to implementation of any mainline major infrastructure improvements there must be a definitive cost benefit analysis and environmental review to determine if there are alternative methods for addressing the capacity and safety deficiencies of the I-710 corridor. Therefore, these recommended strategies are premised on meeting those conditions.

RECOMMENDED STRATEGIES

- 1. Support capacity enhancement improvements for the I-710 Freeway upon meeting the conditions recommended in this report.**
 - a. Actively pursue and finalize the cost benefit and environmental studies required in the above synopsis of findings.
 - b. Advocate the inclusion of the I-710 corridor improvements for special earmark consideration in the federal transportation finance bills. To the extent possible, it is the committee’s desire that truck-related improvements and mitigations be financed by truck and port fees.
 - c. Actively pursue and develop creative funding alternatives to finance the design and capacity enhancement improvements for the I-710 corridor.

- 2. If economic and environmental studies show that expansion of the freeway is necessary, develop new transportation infrastructure for I-710 that separates cars from trucks.**
 - a. Add lanes for trucks that are separate from the I-710 freeway lanes.

- b. Build truck ramps that lead directly from I-710 to the railroad yards to take truck traffic out of neighborhoods and off of local streets.
 - c. Improve the Atlantic and Bandini intersection in the City of Vernon.
 - d. Improve the Atlantic and Bandini interchange to the south (Garfield to I-5 South).
- 3. If economic and environmental studies show that expansion of the freeway is necessary, locate the new truck lanes in such a way as to minimize community impacts**
- a. Utilize property between the existing freeway and the Los Angeles River to minimize taking of residences, local businesses and parks.
 - b. Truck lanes should be located in those lanes that are at the greatest distance from homes, parks and schools to limit noise and emissions impacts on the community.
 - c. Keep trucks at or below grade to reduce potential for noise and visual impacts.
- 4. Redesign unsafe and congested interchanges on I-710**
- a. Implement diamond interchange modifications as recommended by Tier 1 communities.
 - b. Maintain and improve local access to I-710 for residents and businesses.
 - c. Widen bridges that cross and parallel the I-710 to provide sufficient space for cars, bicyclists, and pedestrians.
- 5. Consider the future in implementing new I-710 design**
- a. Provide for future mobility in the long run by preserving options to use advanced technologies for moving goods as these are developed.
 - b. Use utility right-of-way to minimize community impacts.
 - c. Future port planning must take into account roadway and rail capacity, not just terminal capacity.
- 6. If economic and environmental studies show that expansion of the freeway is necessary, upgrade of the existing freeway must:**
- a. Ensure that sufficient capacity is provided for the general public by making improvements to the existing freeway (mainline) as presented by the Tier 1 design concepts.
 - b. The mainline portion of I-710 will be upgraded to modern design standards.
 - c. Continue working with those communities north of the rail yards to finalize design concepts in that area.

POLICY CONSIDERATIONS

We cannot entirely build our way out of congestion. Therefore, any freeway improvements project must be accompanied by other policies and programs such as those described in the congestion and mobility strategies. At the same time, the current status of the I-710 is not acceptable to the communities that depend on it and are affected by it. The hybrid design does a credible job of showing that maximum build out may be accommodated while incorporating community concerns about land use. However, further study is required to determine if there are other feasible alternatives that would substantively address the local communities' concerns. Final decisions on project configuration can only be made subsequent to the cost benefit and environmental studies required in the synopsis of findings. These improvements cannot be constructed in isolation from all of the other recommendations such as public health, community enhancement, and noise abatement. The I-710 design must take into account the safety and quality of life of the communities located next to the freeway, including provisions for greenbelts and open space.

XI. Environmental Justice

SYNOPSIS OF FINDINGS

In the fifty years since the freeway was first built, demographics have changed within the corridor. Today the corridor is home to low-income populations and minority groups, including African American, Asian, Latino, Pacific Islander and Native American communities. For many years, these communities have shouldered an unfair burden in health, economic, and quality of life issues in comparison with residents in other parts of the region. While the I-710 freeway is a critical factor in the region's economy, the localized negative impacts resulting from past transportation projects have more than offset their benefits in the corridor communities. Freeways have dissected some communities, and the operations of the logistics industry have compounded these impacts.

RECOMMENDED STRATEGIES

- 1. Include the corridor communities in the planning process in a meaningful way, including provision of appropriate language translation.**
- 2. Ensure that impacts do not disproportionately fall on low-income people or people of color.**
- 3. Ensure that the benefits from the projects flow to the corridor communities.**

POLICY CONSIDERATIONS

The requirement of the environmental justice is to provide a mechanism for the meaningful involvement of all people in the transportation decision-making process and to ensure that the low-income and minority communities receive equitable distribution of the benefits from transportation activities without suffering disproportionate adverse impacts. In order to ensure equitable outcomes, future I-710 corridor projects must include "implementable" environmental justice policies and procedures that are developed by the locally affected communities. The communities' expectation is that transportation projects in their communities will meet modern standards of safety, design and aesthetics and that all negative environmental impacts will be fully mitigated. The mitigations must be, at a minimum, determined by the Tier 1 communities and other communities which might be impacted by negative environmental impacts.

XII. Organization and Process

SYNOPSIS OF FINDINGS

To ensure that the work of the Tier 2 Committee is carried forward as set forth in this document, a task force of representatives from the Tier 2 CAC, the OPC and the TAC should be established to plan and oversee the implementation of the conditions and recommendations of the Tier 2 CAC.

RECOMMENDED STRATEGIES

- 1. This Tier 2 Report (Major Opportunity/Strategy Recommendations and Conditions) will be formally "agendized" and presented to the Oversight Policy Committee when it convenes in September 2004 (or as soon as possible thereafter) for its consideration and decision. All Tier 2 members will be invited to the OPC meeting, and the presentation of the Tier 2 report will be delivered by a representative group of Tier 2 spokespersons.**
- 2. Following the OPC's meeting, there will be a follow-up meeting(s) of the Tier 2 Committee to discuss actions taken by the OPC.**
- 3. Prior to the beginning of any formal EIR for the I-710 Major Corridor Study, Metro (MTA) and the Gateway Cities COG will work with the communities, appropriate agencies, organizations and community groups in developing a collaborative process for community participation in the environmental review process. This process will continue to work collaboratively throughout the EIR process.**

Appendix A
Strategies Summary Matrix

GUIDE TO INTERPRETING THE STRATEGIES SUMMARY MATRIX

The Strategies Summary Matrix lists the strategies recommended by the Tier 1 and Tier 2 Community Advisory Committees. The purpose of the Summary Matrix is to synopsize these strategies and to track the source of the recommended strategies.

The strategies are organized by the themes developed by the Tier 2 CAC and are referenced as follows:

- H** – Health
- J** - Jobs and Economic Development
- S** -- Safety
- N** -- Noise
- M** -- Congestion and Mobility
- E** -- Community Enhancements
- D** -- Design Concepts
- EJ** -- Environmental Justice
- P** -- Organization and Process

Guide to ID# Column Interpretation:

e.g. H1-a:

H = Located in the Health Section of the Tier 2 Report

1 = Strategy #1 in this Section

a = Designation of the specific recommendation under this Strategy

Source Column

Identifies the source of the recommendation:

- Tier 2
- Tier 1 & Tier 2
- Tier 1 only (note: These appear in *italics* and are strategies that were recommended by many Tier 1 communities, but not specifically called out in the Tier 2 Committee's final report.)

Programs/Policies

Strategies that relate to programmatic and policy recommendations

MCS Transportation Actions

Recommended Major Corridor Study (MCS) construction or mitigation activities to complement improvements to the I-710 mainline.

I-710 Design Concepts

Infrastructure improvement recommendations on the I-710 mainline interchanges.

I-710 Major Corridor Study Strategies Summary Matrix

August-04

					TYPE		
ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies	II. MCS Transportation	
						Actions	III. I-710 Design Concepts
HEALTH							
H1-a	Air Quality Improvements	AQ Improvement Action Plan	Establish a baseline of current levels of pollution.	Tier 1 & Tier 2	X		
H1-b			Identify level of air quality impacts from increasing truck, rail and shipping.	Tier 1 & Tier 2	X		
H1-c			Determine costs of health care that can be traced to pollution encountered by corridor community members as a result of construction.	Tier 2	X		
H1-d		Global Trade Expansion: Impact Assessment	Perform studies to determine direct and indirect health and other economic costs on corridor communities and region.	Tier 2	X		
			<i>Determine how other ports are addressing health and air quality issues.</i>	<i>Tier 1</i>	X		
H2-a		Truck Inspection	Use enforcement and increase inspections to control emissions.	Tier 1 & Tier 2	X		
H2-b		Port Emissions Reduction	Condition project approval on air quality improvements in Port operations	Tier 1 & Tier 2	X		
H2-c			Encourage development/expansion of fleet modernization clean air programs	Tier 2	X		
H2-d		Container fees	Impose container fees to generate revenue to enhance corridor communities and address impacts.	Tier 1 & Tier 2	X		
H2-e		Quantify Emissions	Install permanent monitoring stations to measure emissions levels.	Tier 1 & Tier 2	X		
H2-f			Develop and implement improved air quality monitoring techniques.		X		
H3-a	Diesel Emissions Reduction	Alternative Fuels	Support policies that encourage use of alternative fuels.	Tier 1 & Tier 2	X		
H3-b			Discourage use of out-of-state fuel.	Tier 1 & Tier 2	X		
H3-c			Subject all trucks to local, state and federal standards.	Tier 1 & Tier 2	X		
H3-d			Require trucks using I-710 to use alternative fuels or equivalent pollution controls.		X		
H3-e			Require railroad locomotives servicing the two ports to use alternative fuels.	Tier 1 & Tier 2	X		
H3-f			Require the Alameda Corridor Authority to prepare a plan to electrify locomotives involved in its operations.	Tier 1 & Tier 2	X		
H4-a	Environmental Improvements	Emissions Reduction and Mitigation	Retrofit schools, homes and parks to increase protection from noise and pollution.	Tier 1 & Tier 2	X		
H4-b			Identify location and develop facility for one-stop truck inspection.	Tier 1 & Tier 2		X	
H4-c			Provide incentives for business to accept off-peak deliveries.	Tier 1 & Tier 2	X		
H4-d		Truck emissions reduction programs	Create programs to assist truck owners with engine/equipment upgrades.	Tier 1 & Tier 2	X		
H4-e			Restrict Port generated traffic on I-710 until emission mitigation is in place.	Tier 1 & Tier 2	X		
H4-f			Provide landscaping to improve air quality.	Tier 1 & Tier 2	X		
H5-a	Port Air Quality	Alternative Fuels	Require plans for terminal operation electrification	Tier 2	X		

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ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies	II. MCS Transportation Actions	III. I-710 Design Concepts
H5-b			Require electrification of port gantry cranes.	Tier 2	X		
H5-c		Ship Operations	Require ships to shut down diesel engines and use shore electric power.	Tier 2	X		
H5-d			Require ports to expedite development of pollution control for ships.	Tier 2	X		
H5-e			Make low sulfur diesel fuel use mandatory.	Tier 2	X		
H5-f		Emissions Control	Include trucks, trains, and rail yards, marine vessels and port equipment in clean air initiative.	Tier 2	X		
H5-g			Require terminal equipment emissions controls.	Tier 2	X		
H5-h		Funding	Establish shipper-funded emissions-lowering incentives.	Tier 2	X		
JOBS AND ECONOMIC DEVELOPMENT							
J1-a	Local Economic Development	Create New Corridor Economy	Provide job training programs for alternative fuel retrofit and manufacturing.	Tier 2	X		
J1-b			Reorganize and re-think alternative methods and operations for goods movement through the corridor that are not reliant on oil.	Tier 2	X		
J1-c			Conduct a feasibility study for alternative transportation system.	Tier 2	X		
J2-a		Support New Corridor Economy	Improve health, air quality and infrastructure to retain businesses and residents.	Tier 2	X		
J2-b			Provide economic incentives for industries which contribute to improving the region's quality of life.	Tier 1 & Tier 2	X		
			<i>Create local jobs to avoid commuting out of the corridor for better paying jobs.</i>	<i>Tier 1</i>	X		
J2-c			Use experiences of other waterfront cities as models for redevelopment.	Tier 1 & Tier 2	X		
J3-a			Conduct a cost benefit/analysis of the international goods movement industry to determine impact on corridor communities.	Tier 2	X		
J3-b	Job Development	Industry Development	Support more community-friendly industries to reduce communities' over-reliance on jobs that damage quality of life.	Tier 2	X		
J3-c			Create or support regional mechanisms for sustainable economic development.	Tier 2	X		
J4-a	Job Training	Education	Develop and promote education, training and internships opportunities for youth and young adults.	Tier 1 & Tier 2	X		
J4-b			Build on existing adult education and vocational training programs.	Tier 1 & Tier 2	X		
J4-c			Establish strategic partnerships between corridor cities, Gateway COG, education and local business.	Tier 2	X		
J4-d		Funding	Dedicate an incremental percentage of container fees to fund job training/development programs.	Tier 1 & Tier 2	X		
J4-e			Provide training to transition employees from traditional logistics jobs to jobs in alternative transportation systems.	Tier 2	X		
J5-a	Small Business Development		Encourage land use and economic policies that support small business development.	Tier 2	X		
J5-b			Promote fee structures and amenities that attract and encourage small business growth.	Tier 2	X		
J6			Encourage policies that promote "living wages" for area logistics businesses.	Tier 2	X		

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ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies		
					II. MCS Transportation Actions	III. I-710 Design Concepts	
SAFETY							
S1-a	Safety Programs	Advocacy	Support the Gateway Cities Council of Governments (COG) Safety Initiatives.	Tier 2	X		
S1-b		Road Assistance	Support MTA "Big Rig Tow" program.	Tier 1 & Tier 2	X		
S1-c		Truck Upgrades	Encourage goods movement industry to revise its rate structure in order to support truck upgrades.	Tier 2	X		
S2-a	Enforcement	Truck Inspection	Establish permanent truck inspection station(s).	Tier 1 & Tier 2	X		
S2-b		Speed Monitoring	Monitor vehicle speeds and enforce speed limits.	Tier 1 & Tier 2	X		
S2-c		Increased Enforcement	Support safe driving of trucks through added enforcement.	Tier 1 & Tier 2	X		
S2-d			Support safe driving of vehicles in the presence of trucks through added enforcement.	Tier 1 & Tier 2	X		
S2-e		Truck Certification	Enforce a truck certification program for all trucks.	Tier 2	X		
			<i>Create truck driver training and licensing programs.</i>	<i>Tier 1</i>	X		
S3-a	Education	Public/Trucker Education Campaign	Build on existing CHP campaign to increase public awareness.	Tier 2	X		
S3-b			Educate drivers about truck stopping speed and distance and truck driver blind spots.	Tier 1 & Tier 2	X		
S4-a	Infrastructure Improvements	Median Barriers	Provide median barriers along the full length of the I-710 freeway.	Tier 1 & Tier 2		X	
S4-b		Lighting	Improve lighting while fully mitigating light pollution from all sources.	Tier 1 & Tier 2	X		
S4-c		Signage	Improve existing informational signage.	Tier 1 & Tier 2	X		
S4-d		Technology	Link signage to Intelligent Transportation Systems (ITS)	Tier 2	X		
			<i>Utilize computerized message boards to post traffic alerts.</i>	<i>Tier 1</i>	X		
S4-e		Resurfacing	Re-surface the I-710 Freeway (Provide separate lanes for trucks and vehicles if there is a major corridor improvement to the mainline)	Tier 1 & Tier 2		X	
NOISE							
N1-a	Noise Reduction	Sound Walls	Provide sound walls along the corridor that are consistent in appearance, attractive and well designed.	Tier 1 & Tier 2		X	
N1-b			Ensure sound walls are installed before any construction and are designed to mitigate construction impact.	Tier 2		X	
N1-c			Provide additional sound buffers where double decking occurs.	Tier 2		X	
N2-a		Noise Mitigation Programs	Retrofit homes near the freeway, freight routes and rail yards.	Tier 1 & Tier 2	X		
			<i>Provide air conditioning and window programs for residents along the freeway edge.</i>	<i>Tier 1</i>	X		
N2-b			Truck using the corridor must use latest noise reduction technologies.	Tier 1 & Tier 2	X		
N2-c			Provide train noise mitigation for communities near rail yards.	Tier 1 & Tier 2	X		
N2-d		Enforcement	Enforce train switching and truck engine brake laws.	Tier 2	X		
N2-e		Construction Mitigation	Ensure noise mitigation during construction.	Tier 1 & Tier 2	X		
N2-f		Design	Design the freeway system to lower ambient noise levels in communities.	Tier 2			X
N2-g			Use road surfaces that result in lower noise levels.	Tier 1 & Tier 2			X
N3-a		Alternate Routes	Designate special truck routes through communities and use designs that will result in lower noise pollution.	Tier 1 & Tier 2	X		
			<i>Encourage use of some arterials as routes for trucks.</i>	<i>Tier 1</i>	X		
			<i>Encourage use of other freeways as routes for trucks.</i>	<i>Tier 1</i>			
			<i>Provide improved East/West access to other regional freeways.</i>	<i>Tier 1</i>		X	

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ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies		
					II. MCS Transportation Actions	III. I-710 Design Concepts	
N3-b		Truck Noise Reduction	Adopt policies and enforcement mechanisms to reduce and prevent truck idling on city streets.	Tier 1 & Tier 2	X		X
			<i>Partner with local business to allow shared parking opportunities on existing lots to eliminate truck parking on neighborhood streets.</i>	<i>Tier 1</i>			
N3-c			Consider a mini-truck stop in designated areas to reduce and eliminate truck idling on city streets.	Tier 1 & Tier 2	X		
CONGESTION & MOBILITY							
M1-a	Infrastructure Management	Technology	Synchronize signals at arterials along corridor.	Tier 1 & Tier 2	X		
M1-b		Improved Port Operations	Consider extended gate hours for trucks and 24/7 port operations while minimizing residential impacts.	Tier 1 & Tier 2	X		
			<i>Limit truck traffic hours and encourage more evening driving.</i>	<i>Tier 1</i>	X		
M1-c		Freight Rail	Encourage full use of the Alameda Rail Corridor.	Tier 1 & Tier 2	X		
			<i>Provide incentives to ship by rail.</i>	<i>Tier 1</i>	X		
M1-d			Support building near dock-rail facilities.	Tier 1 & Tier 2		X	
M1-e			Regulate port- and rail-generated traffic and link to I-710 capacity.	Tier 2	X		
M1-f	Traffic Reduction	Demand Management	Encourage use of mass transit.	Tier 1 & Tier 2	X		
M1-g			Encourage alternative business hours to distribute commuter traffic to non-peak hours.	Tier 1 & Tier 2	X		
M1-h		Logistics Operations	Encourage alternative business hours to accommodate trucks during off-peak commuter hours.	Tier 1 & Tier 2	X		
M2-a	Transit	Mass Transit Improvements	Create links to other forms of public transportation.	Tier 1 & Tier 2	X		
			<i>Create better connections between existing light rail and bus system.</i>	<i>Tier 1</i>	X		
M2-b			Close gaps in bus service	Tier 1 & Tier 2	X		
M2-c			Expand light rail system.	Tier 1 & Tier 2		X	
			<i>Build light rail along the I-710 to relieve auto congestion.</i>	<i>Tier 1</i>		X	
M2-d		Alternative Transportation	Make use of alternative transportation such as maglev for port use and people moving.	Tier 1 & Tier 2	X		
M2-e		Incentives	Provide incentives for use of mass transit, including rideshare and other modes.	Tier 1 & Tier 2	X		
M3-a	Connectivity	Bike and ped trails	Use existing bike and pedestrian trails and provide new ones along the LA River Corridor.	Tier 2	X		
M3-b			Establish east-west connections across the freeway.	Tier 2		X	
M3-c			Provide for bike lanes and sidewalks in all aspects of arterial improvements to I-710 corridor.	Tier 2	X		
M4-a	Construction Mitigation		Examine truck destinations to create alternate routes.	Tier 1 & Tier 2	X		
M4-b			Mitigate all areas that are in proximity to schools.	Tier 1 & Tier 2	X		
M4-c			Restrict construction to off peak hours.	Tier 1 & Tier 2	X		
M4-d			Support legislation to encourage extended gate hours to mitigate truck traffic.	Tier 1 & Tier 2	X		
M5-a	Port Planning	West coast port cooperative planning	Address impacts and develop consistent fee structures and policies with regard to containers.	Tier 1 & Tier 2	X		
M5-b			Expand cooperative port efforts beyond Los Angeles/Long Beach.	Tier 1 & Tier 2	X		
M5-c			Support legislation to develop and maintain a long-range plan for West Coast port planning and general transportation and distribution.	Tier 1 & Tier 2	X		

Guide to ID# Column Interpretation

e.g. H1-a:

H = Located in the Health Section of the Tier 2 Report

1 = Strategy #1 in this Section

a = Designation of the specific recommendation under this Strategy

ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies		
					II. MCS Transportation Actions	III. I-710 Design Concepts	
M6-a	Alternative Options	Elevated Roadways	Consider long-term impacts of elevated roadways on the local economy and environment.	Tier 1 & Tier 2	X		
M6-b		Underground Roadways	Study the use of underground truckways to relieve congestion of the surface traffic when surface truckways approach "design capacity".	Tier 1 & Tier 2	X		
M7-a		Redirect Imports	Redirect a portion of imports destined outside Southern California to other West Coast ports.	Tier 1 & Tier 2	X		
COMMUNITY ENHANCEMENTS							
E1-a	Preservation	Parks and Open Space & Natural Areas	Accommodate additional planned park, open space and wetlands projects in corridor.	Tier 1 & Tier 2	X		
E1-b			Use open space-related mitigation funds to implement Los Angeles River and community projects.	Tier 1 & Tier 2	X		
E1-c			There must be no net decrease in the amount of permeable surface as a result of the I-710 corridor project.	Tier 1 & Tier 2	X		
E1-d		Community Open Space	Design ramp abandonment and other corridor-related infrastructure improvements to make maximum use of these areas for community open space and enhancement projects.	Tier 1 & Tier 2	X		
E1-e		Water Quality Protection	Any project should not have any negative impacts to the LA River, Compton Creek or other open channels in the corridor.	Tier 2	X		
E1-f		Native Plants	Encourage the use of native plants as landscaping materials used for this project.	Tier 2	X		
			<i>Provide extensive landscaping along 18-mile corridor to improve community aesthetics and image.</i>	Tier 1	X		
E2-a	Community Enhancement Projects	Agency Coordination	Coordinate with local city redevelopment departments to identify priority enhancement areas.	Tier 2	X		
E2-b		Prioritization	Develop community enhancement priorities using CAC input.	Tier 2	X		
E2-c		Landscaping	Emphasize landscaping and aesthetic improvements to major arterial routes within the corridor.	Tier 1 & Tier 2	X		
E3-a	Mitigation	Construction Staging	Establish construction staging areas in locations with the least amount of impact on local circulation.	Tier 1 & Tier 2	X		
E3-b		Community Consultation	Establish community forum to identify and rectify impacts during construction.	Tier 1 & Tier 2	X		
E4-a		Arterial Streetscapes	Landscape medians.	Tier 1 & Tier 2	X		
E4-b		Signage	Provide signage which identifies communities and connections to local natural areas and landmarks.	Tier 2	X		
E5		Light Mitigation	Mitigate light and glare in surrounding communities.	Tier 1 & Tier 2	X		
DESIGN CONCEPTS							
D1a	Capacity Enhancement	Studies/Assessment	Pursue and finalize the cost benefit and environmental studies required.	Tier 1 & Tier 2	X		X
D1-b			Finance truck related improvements through federal funds and truck and port fees.	Tier 1 & Tier 2	X		
D1-c			Actively pursue and develop creative funding alternatives to finance the design and capacity enhancement improvements for the I-710 corridor.	Tier 1 & Tier 2	X		
D2-a		Separate Trucks From Cars	Add lanes for trucks that are separate from the I-710 freeway lanes	Tier 1 & Tier 2			X
D2-b			Build truck ramps that lead directly from I-710 to the railroad yards to take truck traffic out of neighborhoods and off local streets.	Tier 1 & Tier 2			X
D2-c			Improve the Atlantic Bandidni intersection in the City of Vernon.	Tier 1 & Tier 2		X	

Guide to ID# Column Interpretation

e.g. H1-a:

H = Located in the Health Section of the Tier 2 Report

1 = Strategy #1 in this Section

a = Designation of the specific recommendation under this Strategy

ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies		
					II. MCS Transportation Actions	III. I-710 Design Concepts	
D2-d			Improve the Atlantic Bandidni intersection to the south (Garfield to I-5 south).	Tier 1 & Tier 2		X	
D3-a	Minimized Impacts	Right of Way	Utilize the property between the existing freeway and the LA River to minimize taking of residences, local businesses and parks.	Tier 1 & Tier 2	X		
D3-b			Truck lanes should be located in those lanes that are the greatest distance from homes, parks and schools to limit noise and emissions impacts on the community.	Tier 1 & Tier 2	X		
D3-c		Design and Congestion	Keep trucks at or below grade to reduce potential for noise and visual impacts.	Tier 1 & Tier 2	X		
			<i>Make improvements to major arterials in corridor communities to relieve congestion.</i>	Tier 1		X	
D4-a	Improvements	Interchanges and Access	Redesign unsafe and congested interchanges.	Tier 1 & Tier 2			X
D4-b			Maintain and improve local access to the freeway for residents and businesses.		X		
D4-c		Bridges	Widen bridges that cross and parallel the freeway to provide space for cars, bikes and pedestrians.			X	
D5-a		Technology	Preserve options to advanced technologies for moving goods as these are being developed.	Tier 2	X		
D5-b		Right of Way	Use utility right-of-way to minimize community impacts.	Tier 1 & Tier 2	X		
D5-c		Port Planning	Future port planning must take into account roadway and rail capacity, not just terminal capacity.	Tier 1 & Tier 2	X		
D6-a	Capacity Enhancement Improvements	Local Improvements	Ensure sufficient capacity is provided for the general public by making Tier 1 CAC improvements to the existing freeway.	Tier 1 & Tier 2			X
		Carpool Lanes	<i>Dedicate one carpool lane for vehicles with 2 or more persons on the I-710 from the 405-Long Beach.</i>	Tier 1			X
		Management	<i>Include transponders for greater mobility & provide incentives for use.</i>	Tier 1			X
D6-b		Design	Upgrade mainline portion of the I-710 freeway to modern design standards.	Tier 2			X
			<i>Improve on and off ramps along the corridor.</i>	Tier 1		X	
D6-c			Continue work with communities north of the rail yards to finalize design concepts in that area.	Tier 1 & Tier 2	X		
ENVIRONMENTAL JUSTICE							
EJ1	Process	Community Engagement	Involve corridor communities and provide appropriate language translation.	Tier 2	X		
EJ2	Implementation	Community Impacts	Ensure that impacts do not disproportionately fall on low-income people or people of color.	Tier 2	X		
			<i>Impacts should be shared throughout other communities.</i>	Tier 1	X		
EJ3	Project Benefits	Benefit Assessment	Ensure that the project benefits flow to the corridor communities.	Tier 2	X		
			<i>Provide compensation to corridor communities that have been affected by I-710 freeway impacts.</i>	Tier 1	X		
			<i>Provide rebates to residents for use of extra water and power as a result of impacts from freeway.</i>	Tier 1	X		
			<i>Implement local employment requirements for future I-710 improvements.</i>	Tier 1	X		
ORGANIZATION AND PROCESS							
P1		Presentation to OPC	Tier 2 Report will be presented to the OPC by Tier 2 representatives.	Tier 2	X		
P2		Tier 2 Follow-up	Tier 2 CAC will meet following OPC action.	Tier 2	X		

Guide to ID# Column Interpretation

e.g. H1-a:

H = Located in the Health Section of the Tier 2 Report

1 = Strategy #1 in this Section

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ID#	Strategy Type	Recommendation	Description	Source	I. Programs/Policies	II. MCS Transportation	III. I-710 Design
						Actions	Concepts
P3		Develop Collaborative Process	Metro and the Gateway Cities COG will develop collaborative community participation process prior to formal EIR process.	Tier 2	X		
			<i>Create a Task Force to allow for community participation and oversight.</i>	Tier 1	X		
			<i>Create a governing body such as the JPA with membership from community and agencies.</i>	Tier 1	X		

Guide to ID# Column Interpretation

e.g. H1-a:

H = Located in the Health Section of the Tier 2 Report

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Appendix B
Tier 1 CAC Community Ideas Matrices

I-710 Major Corridor Study

Tier 1 Community Advisory Committee CAC

August-04

City of Bell	
ID#	Community Ideas
H3-a	Our community needs to support pending legislation to address pollution.
D4-a	Improve the Florence exit and fix the cloverleaf.
D4-c	Widen bridges over the I-710 freeway.
E2-a, b	Improve sidewalk in the City.
E1-f	Implement a beautification program that includes graffiti removal and landscaping from I-91 to the I-60.
N1-a	Provide sound walls.
i	Seek opportunities to underground utilities.
N2-g	Repair potholes along the freeway.
EJ-3	City should be compensated for loss in revenue from construction impacts.
M3-a, c	Include bike trails in any potential projects.
D3-c	Improve intersection at Florence and Atlantic.
S4-d	Use Caltrans marquee to alert drivers when accidents occur.
H2-d	Assess surcharge fees on logistics industry to pay for improvements.
E3-a	Provide construction mitigation measures.
H1-d	Conduct study (funded by the ports) to determine the increased health impacts that port growth will cause.
H4-b	Increase inspection points to monitor and enforce compliance.
D6-a	Add carpool/bus lanes.
M1-b	Support 24/7 port operations.
M7-a	Encourage use of other ports.
ii	Cap port growth and rail yard expansion.

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

I-710 Major Corridor Study

Tier 1 Community Advisory Committee CAC

August-04

City of Bell Gardens	
ID#	Community Ideas
H4-c	Encourage trucks to use I-710 during off-peak hours. Levy higher fees/charge premium fees on companies who transport during peak hours.
ii	Build an elevated four-lane truck-dedicated express roadway, within the LA River, with minimal off-ramps to access distribution facilities with no off-ramp to Bell Gardens.
H3-a	Provide incentives for use of alternative fuels: Levy higher fees/tolls on trucks using diesel fuel and make allowances for trucks using alternative fuels. Use technology to monitor compliance.
D3-a	Relocate transmission lines between the river and I-710 freeway and use transmission right-of-way for a truck-dedicated expressway.
ii	Build a truck-dedicated roadway over the river channel that runs along the freeway.
ii	Develop additional rail distribution facilities to support out-of-state hauls to help alleviate congestion at rail yards in Commerce and Vernon.
N1-a	Sound walls should be built along the freeway in Bell Gardens to mitigate noise pollution, particularly from heavy trucks.
N1-a	Ivy should be planted on the sound walls to discourage graffiti.
H2-a	Truck inspections should be conducted regularly to ensure trucks on the road comply with safety and emission standards.
N2-d	Alameda Corridor operators should provide quieter operations for the trains.
H4-f	Create a beautification program that provides landscaping and improved aesthetics along the freeway.

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

City of Carson	
ID#	Community Ideas
N3-a	Provide East West Access for trucks and autos for other regional freeways.
D2-a, b	Get trucks onto freeway more directly and quickly.
i	Examine the Terminal Island Freeway extension to 405 and its potential impacts on Carson.
ii	Use LA River for truck access.
D4-a	Provide interchange improvements.
D2-a	Consider dedicated truck lanes with transponders along I-710 next to the river and provide incentives for trucks to adopt use.
M6-b	Underground proposed improvements, if possible.
M1-d	Create a near dock facility.
M1-c	Provide incentives to ship by rail.
H4-e	Regulate truck hours.
i	Consider possibility of building below grade along Alameda Street.
i	The community does not support the Terminal Island Freeway proposal extension to Alameda Street because of the possibility of increasing the amount of truck traffic on Alameda Street traveling through Carson.
H2-b	Reduce air pollution emissions from the Port and the rail systems and support federal legislation for more stringent air quality improvements.
D1-a	Tie improvements to I-710 to air quality improvements.
H3-a	Use new clean burning fuels as soon as possible - trucks and trains.
H1-d	Perform medical studies (cancer, asthma, etc.) for the community residents along the freeway to determine the extent of the air pollution problems to these communities.
H2-d	Provide funding for the air quality impacts the residents have had to suffer from the Port and truck diesel pollution.
H4-2	Provide incentives or other financial assistance to replace older diesel truck engines.
N1-a	Provide decorative sound walls along the freeway

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

City of Carson

ID#	Community Ideas
N2-d	Alameda Corridor operators should provide quieter operations for the trains
H4-f E1-f E2-c	Create a beautification program that provides landscaping and improved aesthetics along the freeway, including trees.
EJ2	There should be equity of impacts spread among all corridor communities
M5-a	Ports should provide more efficient loading and unloading at the ports
H1-d	Look at other ports (San Diego, San Francisco, etc.) to determine how they are dealing with similar issues such as air quality and transportation
M7-a	Shift as much cargo to other ports as much as possible (Baja, Seattle, Ventura, etc.)
M1-b	24/7 Port operations (extended hours)
i	Reversible lanes
M5-b	Establish a second port in LA
H2-e	Provide a permanent, local air quality monitoring station
D2-a	Use tolls during peak hours
D2-a M6-a	Double deck the freeway starting at Port to avoid bottleneck at the Port and have it drop into a dedicated truck lane
D2-a	Add extra lanes between PCH and Willow
D5-a	Utilize TDM and TSM technologies.
H2a	Provide for truck inspection, including emissions, and increased enforcement.
N3-a	Examine other freeways in the region in addition to the I-710, provide interagency coordination and create truck routes along other freeways.
E1-a	Use the Los Angeles River green belt area.
D4-a	Provide separate truck interchanges to accommodate short-term hauling, where only limited truck access is needed.

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

I-710 Major Corridor Study

Tier 1 Community Advisory Committee CAC

August-04

City of Commerce	
ID#	Community Ideas
H1-d	Reduce diesel emissions and other pollutants that damage air quality. The impact to our community's children is intolerable. The health of our community must become a priority! In the short-term deploy stronger enforcement; in the long-term, address the cumulative impacts that the growth in the number of trucks will have, and provide increased restrictions, insure to reduce the related increased levels of toxic emissions.
D2-c, d	Support the Bandini Alternative. It shows promise as a viable and community-supported solution. Include truck lanes on Bandini Boulevard and improving the I-5 at the Garfield interchange so trucks may go south on the I-5.
E3-a	Minimize construction impacts as much as possible, especially private property acquisition, and impacts to parks and public spaces.
M1-c	Improve public understanding through education about the purpose of the Alameda Corridor and its long-term potential as an effective and efficient transportation option.
D4-a	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.
J3-a H1-d	Analyze the impacts on the quality of life in our community, along with possible financial impacts, of potential expanded 24/7 Port operation. Explore the local goods movement and truck route solutions that can help mitigate the impacts to our community. (This item is still subject to more community input)
N1-a	Determine the need and priority for sound walls, particularly in conjunction with other potential transportation and traffic improvements. Possible priority location could be the Bristow area, and both sides of the Washington Boulevard off-ramp.
D3-c	Oppose the proposed Slauson Avenue improvements because of the impacts in our City. The Bandini Alternative would make the Slauson improvements unnecessary.
ii	Explore the riverbed as a potential heavy-rail corridor to alleviate truck traffic related to goods movement from the ports.

Xx-x - reference to the ID number found in the Strategies Summary Matrix
 i - Local city issues to be addressed with the city during the environmental phase
 ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

D2-c, d	Improve the Atlantic Bandini interchange, including truck ramps from the I-710 truck lanes and the southbound I-710 freeway, directly into the rail yards and truck ramps from the I-710 truck lane onto elevated truck lanes on Bandini Blvd. between I-710 and I-5 to Garfield Ave. at the I-5 freeway.
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Xx-x - reference to the ID number found in the Strategies Summary Matrix
i - Local city issues to be addressed with the city during the environmental phase
ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

City of Compton	
ID#	Community Ideas
D4-a D6-a	Ensure that on-and off-ramps and adjacent streets are safe for both cars and pedestrians.
D6-a	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 --particularly near schools..
D4-a	Improve the safety of the I-710 and 91 Interchange near Alondra. The west-bound 91 Freeway must be addressed.
H3-a	Fuel technology should be used to decrease air pollution.
E1-e	Ensure that Compton Creek will not be harmed from additional run-off resulting from freeway improvements. Provide stringent measures to against any potential pollution. Wildlife and plant life are vulnerable and must be protected.
N1-a	Sound walls should be provided to alleviate sound pollution.
i	Any widening and other improvements should take place on the east side of the I-710 through Compton. There should be no housing takes on the west side.
M4-a D3-c	Provide a by-pass for Compton and improve arterial highways that feed into the I-710.
D3-c	Ensure that major arterials are not adversely impacted by I-710 improvements.
D3-c	Analyze whether improvements are needed to improve the traffic flow on Atlantic, Alameda, Alondra, and Santa Fe, as all are important arterials in Compton.
M4-a D3-c	Consider placing restrictions for use of arterials that run through Compton. If use of these arterials are linked to I-710 improvements, there should be financial incentives provided to the city of Compton.
EJ2,3	The Port should provide financial incentives to the City of Compton for future proposed I-710 impacts that accommodate their growth.
D3-b	Ensure that truck-dedicated lanes on the freeway are located away from residential neighborhoods to avoid increased air pollution near homes.
D3-b	Keep elevated roadways away from residential neighborhoods.
M6-a	If elevated roadways are used, truck-designated roadways should be located on the lower level (to muffle the sound).

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

M2-c	Provide a light rail system along the I-710 with stops in Compton.
D6-a	Provide carpool lanes that lead more directly to Long Beach as it is a major destination.
ii	Explore the use of the riverbed for I-710 improvements.
E3-a	When construction is underway, provide advance warnings of detours and closures.
H4-b	Locate a truck facility in Compton--if it generates revenue for the City.
S4-d	Designate and identify specific alternate routes through Compton for drivers who must exit the freeway when accidents occur. Encourage use of these routes as much as possible to protect neighborhoods.
H4-f E1-f	Ensure that ramps are "green" Landscaping should be planted and maintained to beautify the area along the freeway. Establish a committee to monitor maintenance and accountability.
EJ3	For I-710 improvements, establish a requirement that Compton youth and adults must be hired on projects.
P3	Establish an ad hoc partnership, such as a Joint Powers Authority, between the City of Compton, and other I-710 Corridor Cities, Caltrans, and other public agencies involved with the I-710 improvements.
D4-a	Improve the safety of the I-710 and 91 Interchange at Alondra. Redesign the interchange to provide safer merging conditions.
D4-a	Provide an exit ramp to Rosecrans Avenue from the I-105 ramps.
H1-a-d	Addressing air quality and its improvement is a top priority for Compton.
EJ3	Explore using Compton residents to work on I-710 construction projects and provide training if needed.

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

Note: The East Los Angeles Tier 1 CAC is still evaluating various ideas and options for the I-710 and I-5 freeways and have not yet made any decisions on improvements to those freeways until further studies are completed.

East Los Angeles	
*ID#	Community Ideas
M2-c	Build a light rail system along the I-710 to relieve some of the auto congestion.
H3-f	Provide incentives, such as reduced fees, to encourage increased use of the Alameda Corridor and disincentives, such as increased fees/taxes, for truckers using the I-710.
H4-f	Beautify the I-710. Caltrans should maintain trash pick-ups, at a minimum, and provide landscaping.
D2-a	Double-deck the I-710 with truck-dedicated lanes.
EJ2	Encourage policy-makers to stress that San Gabriel Valley and South Pasadena must accept a more equitable share of the burden of traffic.
EJ2	Finish the I-710 through South Pasadena before making changes in our neighborhoods.
ii	Build a subterranean tunnel dedicated to truck traffic.
H4-c	Provide incentives for businesses to accept delivery during non-peak hours.
EJ1	Implement policies that encourage "land-use" trade-offs" and partnerships to allow shared parking or innovative solutions to eliminate truck parking in neighborhoods.
N1-a S4-a	Seek on-going funding for mitigation along the freeway, including soundwalls and concrete median barriers.
ii	Solutions must seek to resolve problems concurrently on both the I-710 and the 60 Interchange, as well as, the I-5 and I-710.
H3-a	Encourage technology that decreases toxic diesel emissions, such as the use of alternative fuels.
S4-b	Improve lighting along the corridor.

Xx-x - reference to the ID number found in the Strategies Summary Matrix
 i - Local city issues to be addressed with the city during the environmental phase
 ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

East Los Angeles

*ID#	Community Ideas
M1-b	Encourage the Ports to implement 24/7 operations, including negotiating with the Teamsters Union.
M1-g M1-h	Limit truck traffic during rush hours and provide incentives to encourage more driving at night.
ii	Leave the Freeway as it is from Telegraph Road to the I-60 Freeway.
E1-a	Loss of open space due to freeways is a major concern.
ii	Tunnel under the freeway to provide truck dedicated lanes. Make it a toll-road to fund it.
ii	Interchange improvements are needed at the I-5 to I-710 southbound. Improve the on-ramp.
ii	Use a double-decker system within an existing right-of-way all the way to the I-210.
M1-f	Incorporate mass transit as alternatives to the freeway.
S2-b S2-c	Increase enforcement of speeding trucks.
S2-c	Trucks should use slow lanes only and second lane for passing only.
D2-a	Allow trucks to travel on dedicated lanes only.
S2-a	Increase enforcement of vehicles that don't meet regulations.
D2-a	Need to improve safety through design on Freeways.
S4-a	Add concrete barriers in the middle of the freeway.
M7-a	Disseminate goods through other ports--not just LA and Long Beach.
M1-c	Alameda corridor must be more widely used.
H3-a	Shift to alternative fuels.
H3-d, e, f	Require the use of alternative fuel for shipping.
H1-a	Conduct a study to evaluate air quality around schools. With a baseline established, change can be monitored.
H3-a	Outlaw use of diesel fuels.
EJ2, 3	Our community needs to have representation such as wealthier communities facing facing similar issues (101 freeway).
E1-a EJ3	Freeway improvements should result in community improvements such as parks, community facilities, local transit improvements.
D2-b	Provide off-ramps at rail yards.

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

East Los Angeles

*ID#	Community Ideas
N1-a	Provide attractive and tall enough sound walls.
i	Address the area between Third and Sixth and McDonnell. There is dangerous double parking.
D3-a	East Los Angeles does not want any net loss in housing as a result of improvements to the freeway.
M2-a, b, c	Expand public transportation.
D3-c	Local streets that parallel the freeway need to be studied and improved.
H1-a - H2-f	Improvement in air quality is the number one priority for East Los Angeles.
ii	Examine other alternatives along I-5 (eliminate carpool lane or tunnel car pool lanes) to reduce property impacts in East Los Angeles.
ii	Determine impacts in East Los Angeles of proposed closure of I-710 Washington Boulevard interchange and mitigating impacts.

Xx-x - reference to the ID number found in the Strategies Summary Matrix

i - Local city issues to be addressed with the city during the environmental phase

ii - Ideas considered by Tier 1 CACs but not carried forward to Tier 2 CAC

I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

Aug-04

City of Long Beach	
ID#	Community Ideas
	Community Approved Recommendations
i	Involve federal elected officials in the Freeway major corridor study.
i	The City of Long Beach should support Congress-member Rohrabacher's legislation to impose a fee on each container that enters the Port.
i	Do not move forward with the 710 Freeway project.
M2-d, e M3-b	Find an alternative to 710 Freeway expansion.
N1-a, b, c	Sound walls need to be included into the final budget for the 710 Freeway improvements, and they must be built at the time of construction of any improvements.
i	MTA and Caltrans should conduct a walk thru the Long Beach segment of the 710 Freeway where proposed improvements might take place.
EJ1	Minutes of all workshops should be translated in Spanish and Khmer.
i	No double decking of the 710 Freeway.
M4-b	School Bus traffic flow should not be impacted by future construction on the 710 Freeway.
S1-a S4-a	Center dividers must be built taller in the future.
	Health and Environment
H1-b	The Long Beach Health Department should conduct air quality studies near the intersection of the 710 Freeway and the 47 Freeway.
H3-a	School buses should use alternative fuels to reduce diesel emissions.
H3-a	The performance of alternative fuels on air pollution should be verified prior to commercial use.
i H1-d	City of Long Beach should review impacts of ICTF terminal to community and local schools. Truck idling levels at the ICTF terminal should be reduced to the level of the Ports.

Xx-x - reference to the ID number found in the Strategies Summary Matrix
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E1-f E2-c E4-a H4-f	Increase tree plantings in Long Beach by threefold.
H1-d	Future health studies must include data about deaths related to pollution.
H1-d	The City of Long Beach should conduct research into the health impacts on the community stemming from local refinery emissions.
H1-d	The City of Long Beach should conduct research into the health impacts of diesel and other vehicle emission to children.
H1-d	The research should include asthma and other health ailments, including respiratory problems, cancer, allergies, etc.
H3-a, e, f	Trains should use cleaner fuels.
i	Signage should be visible to traffic at all times in the design of the 710 freeway.
H1-d	The City of Long Beach should conduct research regarding the impacts of pollution to local residents from Port operations, the 710 Freeway, local petroleum refineries, and the proposed Liquid Natural Gas station.
H4-d H2-c	Give incentive funding to truck operators to use bio-diesel.
N1-a, b, c N2-a - g	Noise pollution should be mitigated for any I-710 Freeway improvements.
H2-b, c	Trucks and ships delivering and hauling cargo from the Port of Long Beach should use particulate matter traps.
H3-a	A pilot project for the use of bio-diesel should be implemented.
	Port Operation and the I-710
H4-e M5-c M7-a	A limit on Port expansion should be discussed.
M5-a	Tariffs should be imposed on businesses that use the port. The funds gathered through the tariffs should be utilized for programs to clean air pollution.
H2-b H2-a H3-d H4-d	Trucks operating at the Port should use bio-diesel or alternative fuels.
i	Shipping companies should hire independent truck drivers as employees and they should treat them fairly.
M1-d	On-dock rail capabilities should be expanded.

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H2-d	The Port should pay for any impacts to the community, including any improvements to the 710 Freeway and impacts to the health of residents in the community.
i	All empty containers should be shipped to the place of origin and they should be allowed to remain empty in the Port.
i	The City of Long Beach should research the impacts of Port expansion to the local tourism industry.
H2-d M5-a D1-b,c	Extra fees should be charged to Port tenants and companies hauling cargo from the Port to cover expenses related to local healthcare costs.
H3-a H2-b	The Port should support the use of green diesel and compressed natural gas for trucks hauling cargo from the Port.
H2-b N3-b	The Port should develop aggressive idling legislation to limit diesel truck idling to a maximum of five minutes.
M7-a	Cargo should be distributed to other regional Ports.
M7-a H4-e, i	The Port of Long Beach should be downsized.
M7-a H4-e, i	The City of Long Beach should define the maximum capacity of the Port of Long Beach.
M1-b, c, d	The Alameda Corridor Transportation Authority's initiatives should be implemented immediately.
H1-d	The Port should not extend to a 24-hour operation until further air quality research is conducted on the potential impacts to Long Beach residents.
H2-b	Governing agencies should make it mandatory for ships to slow down as they prepare to dock at the Port of Long Beach.
H2-b	By 2006, offshore shipping companies should be equipped to use shore power while docked at the Port.
i	Cargo containers should be standardized which would allow multiple companies to use the containers and reduce the number of empty containers at the Port.
i	The Port of Los Angeles should participate at the next workshop related to Port Operations.
H2-b	Local Ports should coordinate the use of alternative fuels strategies.
H1-c	The Port should conduct research on the cost of pollution to local healthcare.
M1-c, d M2-d	Identify alternative methods to haul cargo from the Port- other than diesel trucks.
H2-b	Ships should be made to slow down when entering the Port.
H2-b	Diesel emissions from sea vessels and trains need to be addressed by regulatory agencies.

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H2-b	Ships should use alternative fuels when docking at the Port of Long Beach.
Preserving Neighborhoods	
i	Residents should have free and competent legal advice provided to them to assist them with the property acquisition process.
EJ-3	Residents whose property is not taken but impacted by 710 Freeway improvements should be compensated by Caltrans.
EJ1	The City of Long Beach and Caltrans should inform residents about any property acquisition plans in advance and a timely manner.
i	The public should be provided an opportunity to view and comment on the new 710 Freeway designs at various public meetings.
M2-d, e	Do not take any businesses or homes until all other alternatives and options for improving the 710 Freeway are exhausted.
i	Caltrans should better maintain the properties they currently own in Long Beach.
EJ3 E3-b	Caltrans should establish a performance bond for any improvements to the 710 Freeway that would allow for residents to recoup any damages during construction.
EJ1	Residents should be encouraged to attend meetings about the 710 Freeway and they should continue applying pressure and giving input on this process.
EJ1	Properties should be referred to as "homes" and not "houses" during discussions about 710 Freeway improvements.
EJ1, 3 E3-b	Caltrans should provide contact information to residents about whom to contact regarding damages done to properties because of construction to the 710 Freeway.
EJ3	An appraisal should be conducted at the time of the final design for the 710 Freeway improvements and a second appraisal should be conducted at the time that Caltrans begins the property acquisition process.
i	Conduct community meetings in the first district to make it easier for residents in that district to attend meetings.
Truck Congestion and Safety	
M5-a D1-b D1-c S1-c	A toll on diesel trucks should be imposed to offset the cost of utilizing the Alameda Corridor.
D3-b	Study the spillover traffic and the 710 Freeway. The spillover traffic may create safety issues for pedestrians.
M1-c	A shuttle trail system should be developed to haul cargo to local distribution centers in Southern California.

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M3-b	Use the Terminal Island Freeway and the Alameda Corridor to haul cargo and divert diesel trucks away from the 710 Freeway.
M4-a	The 103 Freeway should be expanded and should proceed left on Sepulveda and Willow and connect to the Alameda Corridor.
M4-a	Encourage the use of the 110 Freeway to divide truck traffic equally with the 710 Freeway.
M4-a	The City of Long Beach should establish a transportation policy to divert truck traffic to routes other than the 710 Freeway.
M5-a D1-a, d, c	A toll shall be implemented on trucks hauling cargo from the Port and shipping companies should pay a toll.
H2-a	A new truck inspection site should be built on Port of Long Beach Property.
i	Truck drivers should be considered when developing new cargo hauling methods.

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I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

City of Lynwood	
*ID#	Community Ideas
ii	Install surveillance cameras at areas known to be unsafe in order to reduce hit-and-run accidents and dangerous, illegal driving behavior.
D2-a	Minimize trucks accidents by separating truck/auto traffic.
S3-b	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.
ii	Explore the possibility of constructing a truck-dedicated elevated roadway above the riverbed that runs parallel to the I-710.
ii	Double-deck the I-710 freeway with truck-dedicated lanes.
M2-c	Support a light rail system that follows the course of the I-710. Provide stations that are easily accessible for Lynwood residents.
E1-f	Provide landscaping along the freeway in Lynwood. Ensure that landscaping creates an aesthetically-pleasing, <u>safe</u> environment.
S4-a	Extend the median barriers along the entire stretch of the freeway.
M1-h	Limit truck traffic hours.
D4-b	Improve access to Lynwood by creating more off-on ramps.
ii	Explore utilizing Alameda and Imperial as the major mobility corridors for through-truck traffic.
M1-h	Limit the hours of operation of trucks and increase fees during peak hours.
ii	Build a truck-designated roadway within the LA River.
M1-e	Lower fees to promote increased use of the Alameda Corridor for goods movement.
N1-b	Build sound walls along the entire I-710 to buffer noise in residential areas. Where necessary, use similar sound mitigation measures that airports employ.
S4-b	Improve existing lighting/add new lighting on the I-710.
i	Study Josephine, Rosecrans, Martin Luther King Boulevard, Abbott, and Carlin to determine traffic flow improvements that are needed (as part of the EIR process.)
H3-a	Provide more stringent air quality standards that address the excessive pollution generated by diesel-using trucks.

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City of Lynwood

*ID#	Community Ideas
E2-b	Beautification of areas through landscaping and maintenance of landscaping should take place, particularly beneath the cloverleaf portion of the I-710 (in Lynwood) that may be reconfigured as a future improvement (see Jerry Wood's concept drawings)
D4-a	Provide more on/off ramps from the I-105 to Lynwood at Atlantic Ave. and also Alameda St..
i E3-a	Conduct a pavement analysis of city streets before and after construction of arterial and I-710 improvements to assess whether damage has occurred. If streets have been damaged, the responsible agency/entity shall pay for and undertake repair in a timely manner.

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I-710 Major Corridor Study

Tier 1 Community Advisory Committee (CAC)

August-04

City of South Gate	
*ID#	Community Ideas
M1-a	Synchronize traffic signals along arterials and major streets for better mobility and to less congestion.
D4-a	Reconstruct Imperial/I-710 interchange to establish diamond lanes similar to Firestone/1-710.
N2-e	Mitigate noise and dust during construction.
S4-c	Adequately mark and provide signage for truck routes.
N1-a	Construct decorative sound wall and safety shields along the freeway adjacent to affected residents and businesses.
E2-c	Include landscaping along the (I-710) freeway especially at interchanges and soundwalls.
i	Provide a three dimensional model of the proposed I-710 Freeway improvement in the City of South Gate.
i	Provide a time schedule that includes sequence of construction work in South Gate.
M4-c	Establish ways to minimize inconvenience to residents and businesses during construction.
EJ2	Provide incentives to residents and businesses that have been and will be suffering depreciation and (loss of) income during construction of the freeway.
M1-h	Install ramp metering for trucks at the port of Long Beach.
ii	Establish a (800) number with a bilingual live person responding throughout this project so anyone can call with questions. Consider using television, internet, radio and other media fro keeping the community informed of the project status through completion.
P3	Continue including Tier 2 on the corridor improvements through project completion including but not limited to design, construction staging (especially establishing detour routes during construction.
D3-c	Extend Southern Avenue under or over the freeway and increase Southern Ave. Lane width to four lanes (two lanes each direction) for better mobility and to reduce local traffic from Firestone.

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City of South Gate

*ID#	Community Ideas
D4-c	Widen Garfield Avenue Bridge over the Rio Hondo River and associated sidewalk along Garfield.
M2-b	Consider using additional bus transportation on Garfield between Firestone and Imperial.
EJ2	Provide fair and expedient negotiations with property owners that must move due to the proposed project. In the event of partial takes, efforts should be made to replace the property taken with property contiguous with that remaining.
i M4-b	Avoid impacts to local businesses including Security Public Storage South Gate Facility, Scully-Miller and Rockview Farms.
ii	Prior to major freeway construction surface street repairs, upgrades and improvements should be scheduled and completed. This work should be undertaken on all surface streets within the corridor that will be impacted traffic diverted from the I-710 during construction and should include refinement of the traffic control system.
D2-a	Rockview supports the inclusion of "truck only" lanes as part of the project.
D4-c	Include the installation of a Southern Ave. Bridge over the I-710 thereby connecting east with west South Gate. This bridge would relieve traffic on Firestone Blvd. and provide a second exit on for the Thunderbird Mobile Home Park.
M4-a	Provide advance and continuous public notice of road closures, detours and other changes to traffic flow. Include accommodations for emergency services, truck and business traffic signage directing customer traffic to businesses.
E1-f	Develop a freeway design that includes beautification of the right of way with a separate identity for each city through which the freeway passes.
i	Maintain access to Sully-Miller Construction by providing the same number of driveways.
D3-c	Study parallel arterial highway and determine needed improvements prior to major construction of the freeway.
i	Improve air quality and reduce diesel emissions.
M1-b	Support extended hours of operation at the ports and moving more cargo by rail, potentially the Alameda corridor.

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