

PLANNING AND PROGRAMMING COMMITTEE  
June 14, 2006

SUBJECT: I-710 SOUTH EIR/EIS

ACTION: APPROVAL TO INITIATE I-710 SOUTH EIR/EIS

RECOMMENDATION

- A. Adopt the *Alternative Analysis for the I-5/I-710 Interchange* (East Los Angeles Mini-Study) including Tier 1 Community Advisory Committee comments from East Los Angeles and City of Commerce as summarized in Attachment A, and incorporate into the I-710 Major Corridor Study's Locally Preferred Strategy adopted by the Board in January 27, 2005.
- B. Authorize the Chief Executive Officer to proceed with the environmental (EIR/EIS) phase of the project pursuant to the Major Corridor Study's Locally Preferred Strategy.
- C. Authorize the Chief Executive Officer or his designee to negotiate and execute funding contracts or agreements as needed with agencies that have committed to provide funds for the conduct of the EIR/EIS.

ISSUE

On January 27, 2005, the Draft Final Report on the I-710 Major Corridor Study (Study) between the Ports of Los Angeles/Long Beach and SR-60 Pomona Freeway was adopted by the Metro Board of Directors. The I-710 Study defines the Locally Preferred Strategy (LPS) for corridor improvements that was developed with extensive collaboration and input from communities and stakeholders along the corridor. The LPS consists of: (1) 10 mixed flow lanes, (2) 4 exclusive truck lanes, 2 in each direction, (3) interchange and arterial improvements, and (4) direct truck ramps into the Hobart/ICTF railroad yards – Cities of Vernon & Commerce.

Before the Board would authorize the I-710 EIR/EIS phase to move forward, it directed staff to complete four specific actions and report back with the results. These are:

- 1) Complete the East Los Angeles Mini-Study and incorporate results into the Locally Preferred Strategy prior to initiating scoping for the EIR/EIS;

- 2) Form a multi-jurisdictional entity to coordinate the appropriate aspects of the project;
- 3) Identify a funding plan with funding sources from multiple partners; and
- 4) Upon formation, task the multi-jurisdictional partnership with identifying strategies for achieving near-term improvements to the corridor's air quality.

Staff has completed all items requested by the Board and is seeking approval to initiate the EIR/EIS phase.

## POLICY IMPLICATIONS

The recommended action is consistent with the 2001 Long Range Transportation Plan's (LRTP) strategic element and the 2006 Los Angeles County Transportation Improvement Program (TIP) which programs \$5 million from FY07 to FY09 to cover Metro's commitment to the environmental analysis of the I-710 between SR60 and the Ports of Long Beach and Los Angeles.

## OPTIONS

The Metro Board could choose not to proceed with the environmental phase (EIR/EIS). Staff is not recommending this because the Study reflects a broad-based consensus of local jurisdictions, community advisory committees, the ports of Long Beach and Los Angeles, the I-5 Joint Powers Authority (JPA), and residents along the Corridor. Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP) recognizes the I-710 Transportation Corridor (SR-60 to the Port of Long Beach) as a regionally significant transportation corridor and at the state and federal level it is recognized as a project of regional and national significance. Approval to proceed into the EIR/EIS phase is consistent with the actions of the I-710 Oversight Policy Committee and the multiple funding partners that have committed \$30 million to conduct the EIR/EIS.

## FINANCIAL IMPACTS

Funds to develop the work program, scope of work, and request for proposal as well as begin the EIR/EIS are available within the FY07 budget in Cost Center 4340, Transportation Development and Implementation. To conduct the estimated 3-year, \$30 million EIR/EIS, staff with the help of the multi-jurisdictional entity has developed a funding plan that includes funding commitments from multiple funding partners, including the Gateway Cities Council of Governments (GCCOG), Caltrans, SCAG, Port of Long Beach (POLB), Port of Los Angeles (POLA), I-5 JPA, and Metro. On December 15, 2005, the Metro Board of Directors adopted the 2006 Los Angeles County TIP which programs \$5 million from FY07 to FY09 to cover Metro's commitment to the I-710 South EIR/EIS.

## DISCUSSION

Metro staff with extensive collaboration and input from multi-jurisdictional partners, community advisory committees, local jurisdictions, citizens along the corridor, POLB, POLA, the I-5 JPA, and other regional stakeholders, has completed the four tasks directed by the Board on January 27, 2005.

The following discussion addresses staff's compliance with the Board action.

### **East Los Angeles I-5/I-710 Mini-Study**

The East Los Angeles I-5/I-710 Mini-Study Draft Report ("*Alternative Analysis for the I-5/I-710 Interchange*") was completed in September 2005. The study was initiated at the request of East Los Angeles and the City of Commerce Tier 1 Community Advisory Committees (CACs) to address specific freeway design issues.

The Mini-Study recommends design improvements that reduce the right-of-way requirements compared to the original design of the Study. The greatest benefits will be in the area near the on/off ramps around Olympic Boulevard and along Telegraph Road north of Atlantic Boulevard. In addition, the Mini-Study concludes that the use of an elevated HOV lane on the I-5 will reduce the cross-section of the freeway and result in less right-of-way requirements. This issue will be addressed by the I-5 EIR/EIS between the I-605 and the I-710 which will be conducted by I-5 JPA in the summer of 2006.

The City of Commerce City Council approved its Tier 1 recommendations on April 4, 2006, and the East Los Angeles Tier 1 CAC completed its review and submitted comments on April 6, 2006. The study results, as well as the comments and findings of the Tier 1 CAC's have been incorporated into the I-710 LPS by the I-710 Oversight Policy Committee on April 27, 2006. (Attachment B)

### **Multi-Jurisdictional Governance Structure**

The I-710 Project Governance Structure has been developed in close coordination with: Caltrans, GCCOG, SCAG, and Metro. It is organized around a framework consisting of (i) policy and project committees responsible for coordinating and guiding I-710 Corridor study/improvements, (ii) community input and public participation, (iii) technical committee input, and (iv) a specialized goods movement strategy advisory group. (Attachment C)

The basic responsibility of the *I-710 Executive Committee* will be to provide general direction and policy framework for I-710 Corridor decisions. This charge not only includes the EIR/EIS, but also other issues that are critical to the improvement of the I-710 Freeway Corridor. The Executive Committee's membership will include the following organizations and members:

- Metro – Los Angeles County Supervisor Don Knabe

- Gateway Cities Council of Governments – Long Beach City Councilmember Bonnie Lowenthal
- SCAG – Los Angeles County Supervisor Yvonne B. Burke
- County of Los Angeles – Supervisor Gloria Molina
- Caltrans – District 7 Director Doug Failing
- Co-Chairs of the I-710 Project Advisory Committee – Long Beach Councilmember Frank Colonna and City of Commerce Mayor Nancy Ramos
- Port of Los Angeles Commissioner – Vice President Jerilyn López Mendoza
- Port of Long Beach Commissioner –Dr. Mike Walters

The *I-710 Project Committee* composition is essentially the same as the former I-710 Oversight Policy Committee and represents all of the cities and unincorporated areas of the corridor. This committee will work in close coordination with the *I-710 Technical Advisory Committee* to provide policy, technical assistance, guidance and direction to the EIR/EIS.

Recognizing the essential need for community input and public participation, the I-710 Governance Structure ensures that the most directly affected communities are active project participants. Both the I-710 Executive Committee and the I-710 Project Committee will serve as vehicles for vital community and public input through *Advisory Community Groups* to the environmental phase of the I-710 Corridor Improvement Program.

It is also important to note that local communities will have a prominent role in the environmental scoping process for the EIR/EIS. The Metro Board and the I-710 Oversight Policy Committee, in previous actions, have required that the local communities' recommendations (Tier 2 CAC Report) arising from the development of the LPS be used as pre-scoping guidance for any EIR/EIS that results from the MCS.

Another important aspect of the Governance Structure is that the I-710 Executive Committee will be provided with specialized multi-jurisdictional expertise through a *Goods Movement Strategy Advisory Group*. This ad hoc resource group will be activated for guidance and support on legislative, regulatory, funding and other specialized issues as the need arises. As currently envisioned, prospective participation could include state and federal legislators, air quality experts, rail, trucking, shipping interests, environmental experts, and community stakeholders.

The Governance Structure is designed to provide for continuous interaction between technical analysis, community input, and policy judgment leading to final decisions. The intent is to provide a structure that utilizes the Executive Committee, Project Committee, Advisory Community Groups, Technical Committee, and the Goods Movement Strategy Advisory Group in a complementary fashion throughout the environmental process.

### Funding Plan

Metro staff, with the help of multi-jurisdictional agencies, has developed a funding plan consisting of multiple partners that will cover the estimated \$30 million cost of the expected

3-year EIR/EIS. These partners include Metro, Caltrans, GCCOG, SCAG, I-5 JPA, POLB and POLA.

Agencies and funding commitments:

<u>Agency</u>	<u>Amount (M)</u>	<u>Status</u>
Metro	\$5	Committed
Caltrans	\$5	Committed
GCCOG	\$5	Committed
I-5 JPA	\$2	Committed
POLB	\$5	Committed
POLA	\$5	(Port will agendize in June)
SCAG	<u>\$1</u>	Committed
Sub-total	<b>\$28</b>	<b>Cash</b>
SCAG	<u>\$2</u>	(In-Kind)
<b>TOTAL</b>	<b>\$30</b>	

### Near Term Air Quality Strategies

Before the EIR/EIS Request for Proposal (RFP) can be initiated, the Metro Board requested that near term strategies to achieve improvements to the corridor’s air quality be identified. To comply with this Board directive, Metro staff developed a “Compendium of Existing and Proposed Near-Term Air Quality Improvement Strategies” (Compendium). To accomplish this, Metro worked with staff of the POLA, POLB, California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), GCCOG, SCAG, and Caltrans to develop the list of air quality improvement strategies and actions contained in the Compendium.

The Compendium identifies nine public documents most relevant in the identification of near-term strategies/mechanisms/proposals for improving the air quality in the corridor. These are:

1. I-710 MCS Tier 2 Community Advisory Committee; Strategy Recommendations
2. Gateway Cities Council of Governments Clean Air Program
3. Gateway Cities Council of Governments Safety Action Initiative
4. Ports/Alameda Corridor Transportation Authority Truck Trip Reduction Program
5. Port of Long Beach Green Port Policy
6. Port of Los Angeles Clean Air Program
7. State Goods Movement Action Plan and California Air Resources Board Emission Reduction Plan for Ports and International Goods Movement
8. South Coast Air Quality Management District Chairman’s Clean Port Initiative
9. Harboring Pollution: Strategies to Clean Up U. S. Ports, Natural Resources Defense Council and Coalition for Clean Air

An overview of the Compendium has been presented to the Tier 2 Community Advisory Committee, the I-710 Technical Advisory Committee, the I-710 Oversight Policy Committee,

and the full Compendium has been received by I-710 Executive Committee. On May 3, 2006, the Executive Committee moved to forward the Compendium to the Metro Board for their information. Exhibit 2 in the Appendix of the Compendium summarizes the air quality measures/programs and corresponding implementation time frames and status. (Attachment D)

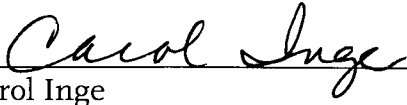
### NEXT STEPS

Upon Board approval, staff will develop a Request for Proposal(s) (RFP) for consultant services to prepare an EIR/EIS and assist with community outreach with a tentative advertisement release this fall and tentative award of contract at the end of 2006. Staff will return to the Board for approval of the contract award

### ATTACHMENTS

- Attachment A: Alternative Analysis for the I-5/I-710 Interchange (Executive Summary)
- Attachment B: Tier 1 Comments from East Los Angeles and City of Commerce
- Attachment C: I-710 Project Governance Structure
- Attachment D: Compendium of Existing and Proposed Near-Term Air Quality Improvement Strategies

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Carol Inge  
Chief Planning Officer



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Roger Snoble  
Chief Executive Officer

## ATTACHMENT A

### Alternative Analysis for the I-5/I-710 Interchange (Executive Summary)

A Major Corridor Study (MCS) was completed in 2004 for the I-710 freeway from the Ports to the SR-60 Freeway and approved by most of the local communities that border it. The exception was at the I-5/I-710 interchange where the two adjacent communities (represented by the Commerce and East Los Angeles Tier 1 CACs) requested additional analysis. This resulted in the preparation of the Draft I-5/I-710 Alternative Analysis Study which was completed in September, 2005.

The primary objectives of the study (developed with input from the two Tier 1 CACs) were to review and analyze the impacts of the following:

1. Construction of a new Slauson Ave. interchange.
2. Closing the I-710/Washington Blvd. interchange.
3. Not constructing the N/B I-710 to S/B I-5 "missing connectors".
4. Improving the Atlantic Blvd.-Bandini Blvd. interchange (including traffic impacts on Bandini Blvd.).
5. Constructing truck ramps from the proposed I-710 truck lanes directly into the rail yards.
6. I-5 HOV lanes (examination of at-grade, tunnel and elevated options), particularly for effects on adjacent properties.

With all of these options, the communities were interested in the impacts on local arterial highways and on the I-5 (particularly the Washington Blvd. and Garfield Ave. interchanges).

To address these issues and analyze the impacts a traffic study was prepared. The study included an analysis of six different options of various combinations of projects (including no-build). The traffic model was based on the SCAG regional traffic model (modified for the project area to provide more detail on the local land uses). Results of the analysis of all six options for future conditions at 111 locations (ramps and intersections) were prepared and submitted to the committees. The analysis included evaluations of both total traffic and truck traffic only.

To address the property impacts of the proposed freeway improvements, new geometric plans were prepared for both freeways. The primary reason for preparing new geometric plans was to assess potential right-of-way impacts.



The draft report (September, 2005) included the following recommendations:

1. Missing Connectors – Since the missing connectors would not serve significant volumes of traffic and would have right-of-way impacts, it was recommended that they should not be built.
2. Truck Ramps – Truck ramps provided significant benefits and should be constructed into the Railyards.
3. Washington Blvd. Interchange – The I-710/Washington Blvd. interchange was recommended to be closed as it conflicts with other proposed freeway improvements.
4. Atlantic Blvd.-Bandini Blvd. Interchange – The improved design provided significant benefits and that the proposed northbound on- and off-ramps should be built as soon as possible.
5. Slauson Ave. Interchange – This new interchange should be built if it was supported by the affected communities.
6. Bandini Blvd. – No impacts to Bandini Blvd. were expected from the proposed improvements except at the intersections. However, impacts were determined at the I-5 interchanges with Washington Blvd. and Garfield Ave.
7. East Los Angeles Improvements – No significant impacts to the arterial highways in East Los Angeles were found from any of the options but that arterial highway improvement are needed as soon as practical, regardless of the improvements to I-710.
8. I-5 HOV lanes – An elevated HOV lane would reduce property impacts as compared to an at-grade HOV lane. A tunnel option did not reduce property impacts (primarily due to construction impacts). The elevated HOV lane was recommended.
9. I-710 Improvements – The proposed improvements to I-710 from the study concluded that the residential property impacts caused by previous designs could be eliminated with the new designs included in the study.

The Tier 1 CACs met with the project team many times, and conducted extensive reviews of the draft report. The City of Commerce City Council reviewed their CAC recommendations in April, 2006, approved them and forwarded them to the Gateway Cities Council of Governments without any change. Both the Commerce and East Los Angeles Tier 1 CACs concluded their work in April and presented their comments and recommendations to the regional Tier 2 CAC on April 19, 2006.

During the preparation of the study, additional contact was made with the BNSF and UP railway companies to review and discuss the conceptual design for the truck access ramps from the proposed I-710 truck lanes into the two rail yards near the I-5/I-710 interchange. Meetings and discussions were held with staff of the Army Reserve to review the impact of the proposed northbound on and off-ramp at the I-710/Atlantic Blvd.-Bandini Blvd. interchange and review their comments.

In addition, the draft study was presented to Caltrans and FHWA for review and comment.

## **FINAL REPORT COMMENTS AND RECOMMENDATIONS**

The results of the various reviews with the preceding groups and agencies are included with this final report. The draft report (September, 2005) is referenced as an attachment to this final report and was previously distributed.

The comments and recommendations of the various reviews are summarized below. The complete list of these comments and recommendations are included in the body of the report. Both Commerce and East Los Angeles Tier 1 CAC's have requested ongoing and continuing input into the planning as the transportation projects continue.

### **Commerce Tier 1 CAC Recommendations**

1. Transportation
  - (1) Do not build the N/B-710 S/B I-5 missing connectors
  - (2) Construct the improved Atlantic Blvd./Bandini Blvd. Interchange
  - (3) Build Truck Ramps into Railyards
  - (4) Continue to examine keeping Washington Blvd. Interchange on I-710 operational
  - (5) Improve Washington Blvd. and Garfield Ave interchange on I-5 freeway as part of any I-710 improvements
  - (6) Include an elevated I-5 carpool lane
  - (7) Improve all arterial highways intersections in city between I-710 and I-5
  
2. Other
  - (1) Develop Air Quality Plan and/or an Environmental Impact Report (EIR) with Community Input
  - (2) Determine termination point for I-5 carpool lane
  - (3) No position on the proposed Slauson Ave. interchange until input from affected communities is obtained
  - (4) Study designated truck routes within Commerce (city staff)
  - (5) Construct soundwalls next to I-710/Washington Blvd. ramps as soon as possible

### **East LA Tier 1 CAC Comments and Recommendations (fully funded by transportation projects)**

1. Transportation
  - (1) Keep I-710/Washington Blvd. Interchange open
  - (2) The N/B I-710/S/B I-5 missing connectors do not appear to be warranted but may need to be re-evaluated based on any new or additional traffic modeling

- (3) Olympic Blvd./I-710 Interchange requires additional traffic modeling study but recommended prohibiting large trucks exiting to Olympic Blvd.
  - (4) Further examine design, construction and impacts of I-5 HOV elevated or tunneled lanes
  - (5) Support new interchange at I-710/Slauson Ave. and improved interchange at I-710/Atlantic Blvd.-Bandini Blvd.
  - (6) Support truck lanes on I-710 with direct access into rail yards
  - (7) Study traffic calming for arterial intersections and major boulevards in East Los Angeles
2. Other
- (1) Oppose any property acquisitions in East Los Angeles for transportation improvements
  - (2) Request preparation of an “Area Wide Truck Movement Analysis” during EIR
  - (3) Support full utilization of Alameda Corridor
  - (4) Require two ports to build rail facilities at the ports (near-dock or on-dock facilities)
  - (5) Develop and incorporation “Streetscape Program” for streets in East Los Angeles
  - (6) Perform I-710 Safety Improvements immediately
  - (7) Implement aesthetic and environmental improvements (some immediately)
  - (8) Conduct a comprehensive health study and other air quality improvement suggestions
  - (9) Development of future projects should include provisions for providing economic benefits for East Los Angeles

### **Caltrans/FHWA Comments**

The major comments are summarized below:

1. Any nonstandard design features will require further analysis.
2. I-5 Improvements should be examined for both 10-lane and 12-lane options (with full standards)
3. Additional traffic modeling, micro-simulation and operational analysis will be needed in the next phase of work
4. Further studies are needed to determine need for both sets of “missing connectors” at I-5/I-710 Interchange.
5. Closure of I-710/Washington Blvd. interchange will require additional studies.
6. Further design details and options listed in letter will need to be studied in next phase of work.
7. FHWA and Caltrans will have to provide approval in the future.

**Army Reserve Comments** (Proposed I-710/Atlantic Blvd.-Bandini Blvd. N/B on and off-ramps)

1. The proposed ramps need to be further from their identified buildings.
2. The ramps will divide or isolate a small portion of the base which will have to be addressed.
3. Safety concerns were raised if the ramps are elevated.
4. Realize importance of interchange improvements and willing to work to remedy their concerns.

**Railroad Companies Comments** (BNSF and UP) (See new railroad companies concept in Figures 4 and 5)

1. Support the construction of the I-710 truck lanes
2. BNSF supports the concept of direct truck access ramps for their rail yards provided they eliminate or minimize impacts to BNSF property.
3. UP supports concept of direct truck access ramps for their rail yard and are willing to consider reorganizing their rail yard facilities or adjacent property to accommodate these ramps.
4. Significant additional work will be needed for the designs of these truck access ramps to address the concerns of the City of Commerce, BNSF, UP and Caltrans.
5. Additional truck origin/destination studies will be needed to determine how existing and future trucks access these two rail yards (location and direction.)

**ATTACHMENT B**

**Tier 1 Comments from East Los Angeles and City of Commerce**

**East Los Angeles Community Advisory Committee**

**I-5 / I-710 Alternative Analysis Study**

**April 6, 2006**

WHEREAS, the GATEWAY Cities Council of Governments (GATEWAY) has entered into an agreement with the California Department of Transportation, the Southern California Association of Governments and the Los Angeles County Metropolitan Transportation Authority (MTA) to conduct a Major Investment Study (MIS) for the Interstate 710 (I-710) Corridor to seek ways to improve conditions along the I-710 Corridor and adjacent surface streets from the State Route 60 to the Ports of Long Beach and Los Angeles.

WHEREAS, the movements of goods to and from the Ports of Long Beach and Los Angeles via rail and truck service is projected to increase in the short-and long-term future, and truck activity on the area freeways is expected to increase, especially within the I-710 Corridor; and

WHEREAS, GATEWAY has hired a consultant to prepare the MIS for the I-710 Corridor. The goal of the study is to conduct a comprehensive evaluation of the overall transportation system within the corridor; and

WHEREAS, the MIS identified five design alternatives for the improvement of the I-710 Corridor, which were not fully supported by local communities along the corridor because of their impacts on these communities; and

WHEREAS, Community Advisory Committees (CAC) from communities along the I-710 Corridor were formed to work with the consultant in developing a hybrid alternative that combines appropriate elements from the five alternatives and will result in less impacts on residential and commercial properties; and

WHEREAS, the consultant developed a design concept consisting of widening the I-710 to 10 general-purpose lanes and 4 separate truck lanes and improvements to the interchanges throughout the corridor, referred to herein as PROJECT. This design concept was approved by the local CAC's along the I-710 Corridor, except for the East Los Angeles Community Advisory Committee (ELACAC) who requested that an additional study be conducted to further evaluate various elements of the design concept and related PROJECT impacts on the East Los Angeles residents; and

WHEREAS, the I-710 Corridor Oversight Policy Committee and the MTA approved the design concept for the PROJECT with the condition that a Mini-Study be prepared to address ELACAC concerns and that the MTA cannot proceed with the Environmental Phase of the PROJECT until the Mini-Study is completed; and

WHEREAS, the consultant has prepared the Mini-Study to evaluate the specific impacts of the PROJECT on the residents of East Los Angeles. The ELACAC has held many meetings to review the additional analyses included in the study.

NOW, THEREFORE, the ELACAC in consideration of the benefits for the residents of East Los Angeles has the following comments/recommendations on the Mini-Study to be considered in the Environmental Phase of PROJECT and shall not be construed as an endorsement of PROJECT.

1. Washington Boulevard On/Off Ramps (South and North bound)

- Both on and off ramps must remain open. The northbound ramp closure would increase traffic on Olympic Blvd. The Southbound ramp will increase traffic on Eastern Ave by almost 100%.
- Other alternative designs for the connection of the truck lanes to the rail yards must be considered to avoid the closure of these ramps.

2. I-710/Interstate 5 (I-5) Missing Connectors

- Based on the findings of the 2030 model presented in the Mini-Study, It appears that the construction of these connectors is not warranted at this time. However, if a different traffic model is used in the future that will have different traffic volumes that warrant the construction of these connectors, the ELACAC must be consulted again to reevaluate its position.

3. Property Acquisition

- Further analysis is needed during the environmental process to understand the full impact of constructing High Occupancy Vehicle (HOV) lanes on the I-5 (tunnel or elevated) to the homes and businesses along Telegraph Road. Therefore, we oppose at this time any property acquisitions along Telegraph Road.
- ELACAC opposes any property acquisition in East Los Angeles as a result of the PROJECT.

4. Olympic Boulevard On/Off Ramps (I-710)

- The Mini-Study indicated an increase in truck volumes to almost 100% at the Southbound On Ramp, we recommend additional study be conducted as part of the environmental process to further evaluate this anomaly increase in traffic volumes.
- Trucks over 3 tons should not be allowed to exit at the Northbound Off Ramp. Olympic Boulevard is not wide enough to support the exiting of large trucks; traffic congestion is created causing back up on both directions of Olympic Blvd.

- We oppose any closures of any other On/Off ramps near Olympic Boulevard until an “Area Wide Truck Movement Analysis” is conducted during the environmental process and a satisfactory solution is presented for the East Los Angeles Community.

#### 5. HOV lanes on I-5

- Further analysis is needed during the environmental process to determine the full impacts of the HOV lanes (elevated and tunneling) to the East Los Angeles Community.
- Based on the information provided in the Mini-Study, tunneling an HOV lane would reduce the right of way impacts to homes and businesses along Telegraph Road. Therefore, the feasibility of tunneling must be included as an alternative in the environmental document for the I-710 and I-5 projects and the ELACAC should be involved in the development of this alternative.

#### 6. Construction of New Interchange at Slauson Ave

- We support the construction of a new interchange at Slauson Ave. We believe that this new interchange would alleviate traffic congestion in the area.

#### 7. Atlantic/Bandini Improvements

- We support the proposed improvements for this vital intersection. By improving this intersection, traffic congestion should improve within the area.

#### 8. Truck Lanes

- Obligate the utilization of the Alameda Corridor to its full capacity by providing economic incentives to promote the use.
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- Require the Ports of Long Beach and Los Angeles to build rail facilities at the ports.
- We support the design of the truck lanes coming from the ports to go directly into the rail yards in the City of Commerce if approved by the rail companies. Since the PROJECT highly depends on the implementation of the truck lanes to the rail yards, it is imperative that the lead agency start working with the rail companies to determine the feasibility of the proposed truck lane design before the environmental process.



## 9. Arterial Intersections and Major Boulevards Improvements

- As part of any mitigation study for PROJECT, a study on traffic calming measures shall be developed to improve traffic circulation in East Los Angeles.
- Incorporate and develop "Streetscape Programs" that will focus on improving, sidewalks, streets, building facades, landscaping, lighting, traffic safety and other public works improvements in any mitigation study for PROJECT with ELACAC input.

## 10. Safety Improvements

- The following improvements shall be implemented immediately along the I-710: repair pot holes, install higher concrete barriers, install security fences on overpasses, improve drainage, improve lighting and implement a more effective and frequent litter removal program.

## 11. Aesthetic & Environmental Improvements

- Sound walls, trees, plants, vines, decorative walls, tile murals within the I-710 and the On/Off ramps must be included as part of PROJECT. These improvements can be implemented immediately in some locations.

## 12. Health

- As part of the environmental process, conduct a comprehensive health study to determine the impacts of air and noise pollution on the health of East Los Angeles residents, including how the pollution affects children's learning ability. The overall air pollution in the Southeast Region of Los Angeles and the East Los Angeles area must be reduced before the beginning of any construction activities on the I-710 and I-5.
- Retrofitting of schools, home and businesses to reduce noise and air pollution must be part of the project.
- Free Health Clinics and treatment centers must be provided for illnesses caused by air and noise pollution.
- We must continue stressing the importance of building more support for the production of cleaner burning fuels and vehicle engines.
- Any new projects should not increase air and noise pollution in the area.

### 13. Economic Development (within the East Los Angeles area)

- Contracts, training and employment services shall be given preference to the residents and businesses in East Los Angeles.
- On the job training shall be offered with ample time prior to the start of any construction for PROJECT and utilize occupational centers, trade skill centers and other community agencies in East Los Angeles to provide these services.
- Impacted businesses and jobs resulting from PROJECT shall be replaced within the East Los Angeles area.

Note: The above recommendations 9-13, once all request are met, must be fully funded by PROJECT and I-5 project and not by city or county funds. In addition, the ELACAC must continue to provide input and oversight during the development of these projects.

City of Commerce  
I-710 Tier 1 Community Advisory Committee (CAC)  
March 14, 2006  
I-710 Mini-Study  
Recommendations

1. Eliminate the connectors from the I-5/I-710 interchange. The construction of these connectors would result in significant right-of-way impacts, however, they are projected to serve only about 200 vehicle/hour in the PM peak. Therefore, since they do not serve any significant traffic volumes it was recommended they not be constructed. By eliminating the connectors from the proposed improvements to the I-5/I-710 interchange, several other geometry improvements can still be made avoiding all property impacts in Commerce. In the future, any improvements that propose the missing connectors must be presented back to the I-710 Tier 1 CAC and the City of Commerce for review in order to provide an alternative recommendation, if necessary.
2. An Air Quality Plan and an Environmental Impact Report (EIR) for the project shall be developed using community input throughout their processes. For example, the Air Quality Plan would include the utilization of dedicated truck lanes as toll roads limited to trucks utilizing the best available controlled technology for trucks, such as CNG and LNG.
3. Include an elevated HOV lane on I-5 from Eastern Avenue interchange through the East L.A. interchange (SR-60/US-101/I-10). This design will minimize the right-of-way impacts to businesses and residences along the I-5 corridor.

**Action: The recommendation is not approved until it is determined where the HOV lanes will start and terminate.**

4. Include improvements to the I-5 interchanges with Washington Boulevard and Garfield Avenue for implementation as part of any improvements to the I-710 freeway. Any changes must be presented back to the I-710 Tier 1 CAC and the City of Commerce for review in order to provide an alternative recommendation, if necessary.
5. Improve the Atlantic Boulevard/Bandini Boulevard interchange as proposed with the addition of a free right-turn for the northbound off-ramp. This interchange improvement should be constructed as soon as possible to address existing congestion and safety concerns of the inadequate existing ramps.
6. Include the updated design for the truck ramp terminus into the BNSF/UP rail yards and construct the truck ramps into the rail yards. Truck entrance will be prohibited on Washington Boulevard. Any changes must be presented back to the I-710 Tier 1 CAC and the City of Commerce for review in order to provide an alternative recommendation, if necessary.

7. **The Commerce I-710 Tier 1 CAC will take no position on the Slauson interchange until such time input from the impacted communities has been received by the CAC.**
8. Improve all arterial intersections between the I-710 and I-5 freeways.
9. Have staff conduct a study and make recommendations to designate truck routes through the City of Commerce for through truck traffic. The study must insure that the truck routes will not impact the residential neighborhoods throughout the city. Once the study is completed, it will then be presented to the I-710 Tier 1 CAC and the Traffic Commission for their recommendation(s) to be presented to the City Council to be considered for final approval.
10. Priority be placed on construction of soundwalls on both sides of the I-710 freeway next to the Washington Boulevard ramps as soon as possible and prior to any right-of-way improvements for the I-710 freeway.
11. The Washington Boulevard on/off ramps should be studied to determine if they should be opened or closed. Both of these options should be analyzed as part of the Environmental Impact Report process.

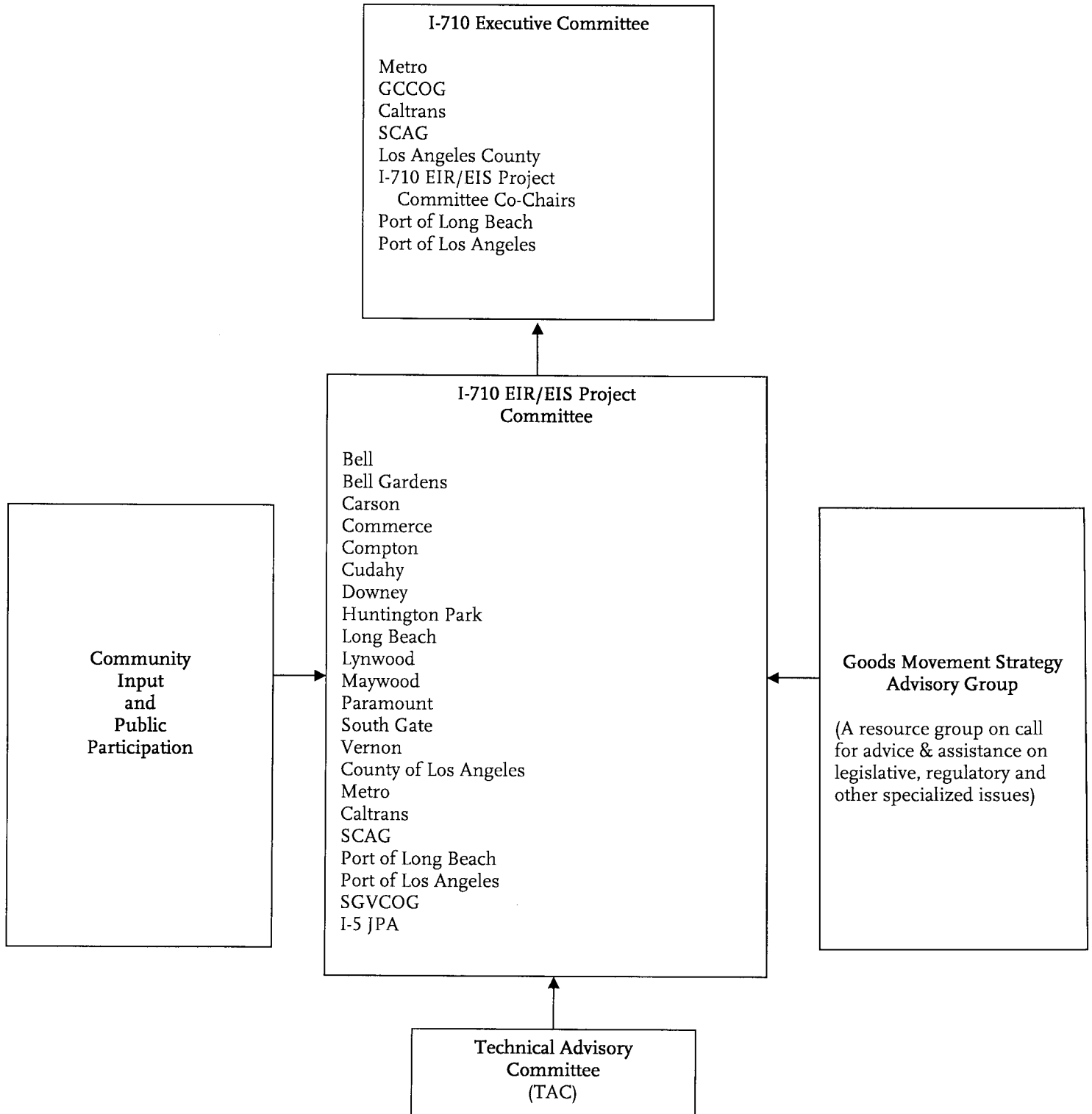
# ATTACHMENT C

## I-710 Project Governance Structure

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### Metro Board

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ATTACHMENT D

Compendium of  
Existing and Proposed Near-Term Air Quality  
Improvement Strategies  
for the  
I-710 Corridor

March 2006



# Compendium of Existing and Proposed Near-Term Air Quality Improvement Strategies for the I-710 Corridor

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