



**I-710 Oversight Policy  
Committee  
Adopted Locally Preferred  
Strategy  
November 18, 2004**

**EXECUTIVE SUMMARY**

# EXECUTIVE SUMMARY

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Action: Voted unanimously to adopt The Locally Preferred Strategy described in attached report and illustrated in the attachments for purposes of environmental analysis, incorporate the results of the sub-area “mini” study upon its completion, and seek funding to initiate an EIR/EIS.
- Page 7 Tier 2 Report and Recommendations for Health and Air Quality  
Action: Voted unanimously to request the Gateway Cities Council of Governments to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan to include not only technical, but also funding, institutional structure and legislative strategies as well as an approach to holding public agencies with jurisdiction in the Corridor accountable for progress in meeting air quality and public health objective in the Corridor and Region.
- Page 9 Tier 2 Report and Recommendations for EIR/EIS  
Action: Voted unanimously to forward the Tier 2 report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS.
- Page 11 Tier 2 Report and Recommendations for Community Improvements Independent of the EIR/EIS  
Action: Voted unanimously to request the Gateway Cities Council of Governments to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community.
- Page 13 Tier 1 and Tier 2 Community Outreach Process  
Action: Voted unanimously to request MTA and COG staff to suggest a process and structure for continuing community participation throughout the environmental analysis.

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## **CONSIDERATION OF THE RECOMMENDATIONS FROM THE I-710 TECHNICAL ADVISORY COMMITTEE, TIER 1 COMMUNITY ADVISORY COMMITTEES, AND TIER 2 COMMUNITY ADVISORY COMMITTEE**

As you know, extensive energy and cooperation has occurred in the coming together of this set of recommendations. The participants of the Tier 1, Tier 2, and Technical Advisory Committees are to be applauded for their tremendous time and dedication to this worthwhile exercise. They are very truly working in the public interest.

### **Structure**

The I-710 Oversight Policy Committee (OPC) is advised by a Technical Advisory Committee (TAC) and a series of Community Advisory Committee. The TAC was directed by the OPC in May 2003 to develop a hybrid design alternative. The Tier1 Committees were recommended by the OPC and implemented by each interested city. The Tier 2 Committee was created by the OPC to include the Tier 1 Committees and a broad base of stakeholder interests up to a maximum membership of 46 persons.

### **Overview**

In September 2004, the TAC presented its recommendations on the Hybrid Design to the OPC. The TAC voted to support the Tier 2 recommendations, "in broad concepts."

In September 2004, the Tier 2 Committee presented its recommendations to the OPC. The Tier 2 Corridor Level Community Advisory Committee also considered the design developed by and with the Tier 1 Committees.

The recommendations of the Tier 1 Committees are incorporated in the design, and in large part in the Tier 2 report.

The Tier 2 Committee recommendations address a range of subjects relating to the future of the I-710 Corridor with emphasis on public health.

### **Current Status**

These various sets of recommendations have been synthesized into a number of subject areas for OPC consideration and action with the goal of directing the recommendations to an appropriate venue for further action. On the following pages you will find these agenda items for your consideration:

## LOCALLY PREFERRED STRATEGY

### **Background**

In May 2003, the OPC adopted the following guiding principles for the I-710 Major Corridor Study:

1. Minimize right-of-way acquisitions with the objective being to preserve existing houses, businesses and open space.
2. Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels, as well as in project planning and design.
3. Improve Safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
4. Relieve congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that includes adding needed capacity as well as deploying Transportation Systems Management (TSM) and Transportation Demand Management (TDM) technologies and strategies to make full use of freeway, roadway, rail and transit systems.
5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

At the same time, the OPC passed the following motion:

“Direct the Technical Advisory Committee (TAC) to start with Alternative B and create a “hybrid” alternative that combines appropriate elements from all 5 alternatives. These elements must be acceptable to each affected city with the purpose of minimizing right-of-way acquisitions and the objective of preserving existing housing stock, yet work together as an integrated strategy consistent with adopted guiding principles. “

### **Findings**

- The OPC finds that the community based hybrid design developed in close cooperation with the Tier 1 Committees accomplishes these objectives and is consistent with these guiding principles by minimizing right-of-way, locating truck lanes at the greatest possible distance away from residences, improving safety separating cars from trucks and relieving congestion.
- The OPC finds that the TAC recommendations further accomplish these objectives and are consistent with the guiding principles by incorporating Transportation System Management/Transportation Demand Management, improvement of arterial highways and truck inspection facilities.

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- The OPC further notes that these elements are reflected in the Tier 2 recommendations on safety, congestion and mobility, and design concepts.

### **Further Direction**

1. The OPC approves the following as the Locally Preferred Strategy for purposes of environmental analysis:
  - The hybrid design concept, which consists of ten (10) mixed flow lanes, specified interchange improvements, and four(4) truck lanes between the intermodal rail-yards in Vernon/Commerce and Ocean Boulevard in Long Beach (illustration attached).
  - Alternative B Transportation System Management/Transportation Demand Management
  - Improvement of arterial highways within the I-710 Corridor
  - Construction of truck inspection facilities to be integrated with the selected overall design concept.
2. The OPC recognizes that the locally preferred improvements serving general purpose traffic in the sub-area between Atlantic-Bandini and SR-60 remain undefined and require further study. The OPC commits that this “mini” study will be completed and its results incorporated into the Locally Preferred Strategy prior to beginning the environmental analysis. The results of this study will be reviewed by all impacted Tier 1 Committees, the Tier 2 Committee, all impacted City Councils and the Technical Advisory Committee. Recommendations will be made by the advisory committees to the OPC for its determination on any proposed improvements in the northern sub-area of the Corridor before being forwarded to the transportation agencies for inclusion in the Locally Preferred Strategy.
3. The OPC and its members commit themselves to work collaboratively with agencies and other stakeholders to seek funding for an I-710 EIR/EIS. The OPC recognizes that the location of the Ports of Long Beach and Los Angeles in this region contributes to the congestion, health and safety issue we face. The location of these international trade gateways also means that the I-710 is an issue of national significance. The OPC believes that federal funding and funds from the goods movement industry must each have a role in the development of this project.

### **Recommended Action**

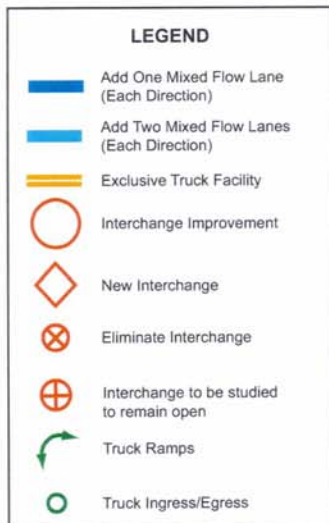
It is recommended that the OPC adopt the Locally Preferred Strategy described above and illustrated in the attachment for purposes of environmental analysis, incorporate the results of the sub-area “mini” study upon its completion, and seek funding to initiate an EIR/EIS.

### **ACTION TAKEN**

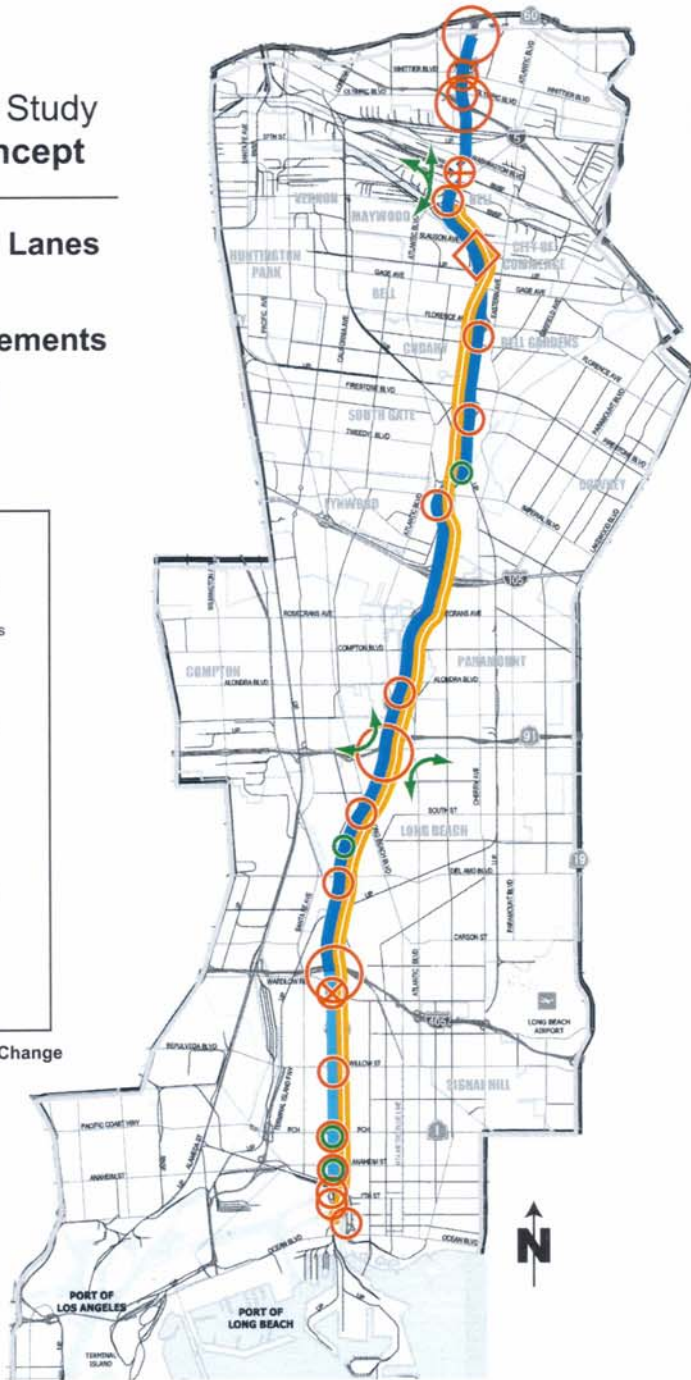
Voted unanimously to adopt The Locally Preferred Strategy described in above report and illustrated in the attachments for purposes of environmental analysis, incorporate the results of the sub-area “mini” study upon its completion, and seek funding to initiate an EIR/EIS.

## I-710 Major Corridor Study Hybrid Design Concept

- 10 General Purpose Lanes
- 4-Lane Truckway
- Interchange Improvements
- Direct Truck Ramps



Preliminary Concepts, Subject to Change



Source: Jerry Wood, Consultant, in association with MMA, Inc. and Nolan Consulting, Inc., April 2004, Updated April, 2006

## **TIER 2 REPORT AND RECOMMENDATIONS FOR HEALTH AND AIR QUALITY**

### **Background**

In May 2003, the OPC adopted five guiding principles including:

#### Guiding Principle #2

Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels, as well as in project planning and design.

The Tier 2 Report prominently states that in the I-710 Corridor “health is the overriding consideration” and that “Air Quality is the number one public health issue.”

The Tier 2 Report finds that the first strategies in improving air quality, and thereby public health must be:

1. Develop an action plan to improve air quality in the corridor; and
2. Implement a corridor level action plan to improve community air quality.

### **Findings**

The OPC agrees with the Tier 2 Committee that air quality is the number one public health issue in the I-710 Corridor.

The OPC agrees with the Tier 2 Committee that a first step must be the development of an action plan to improve air quality in the Corridor.

The OPC finds that the development of such a Plan must begin at once.

### **Future Direction**

Request Gateway Cities COG to provide recommendations for implementing a corridor level Air Quality Action Plan to include the following objectives:

1. Determine and quantify existing air and health quality setting;
2. Determine effectiveness of planned near-term air quality improvements;
3. Analyze and determine possible new (or emerging) air quality improvements or strategies, including estimating costs, time-lines and responsibilities;
4. Development conceptual plan to implement and measure air quality improvements for the region; and
5. Work with Regional, State and Federal Agencies responsible for air pollution control and enforcement and industry stakeholders along with local communities to develop consensus for this plan.

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**Recommended Action**

It is recommended that the OPC request the Gateway Cities Council of Governments to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan.

**ACTION TAKEN**

Voted unanimously to request the Gateway Cities Council of Governments to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan to include not only technical, but also funding, institutional structure and legislative strategies as well as an approach to holding public agencies with jurisdiction in the Corridor accountable for progress in meeting air quality and public health objective in the Corridor and Region.

## **TIER 2 REPORT AND RECOMMENDATIONS FOR ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS)**

### **Background**

In May 2003, the OPC adopted five guiding principles including:

#### **Guiding Principle #5**

Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

To implement this principle, the Tier 1 Community Level Community Advisory Committees and the Tier 2 Corridor Level Community Advisory Committee were established and provided with technical assistance in both highway design and meeting facilitation.

### **Findings**

The OPC finds that the members of the Tier 1 and Tier 2 Committees far exceeded expectations in the strength of their commitment and dedication and the depth of their analysis. The OPC sincerely thanks the Tier 1 and Tier 2 members for their outstanding efforts and contributions to their communities.

### **Future Direction**

1. The OPC requests that the Tier 2 report be forwarded in its entirety to the entity conducting the environmental scoping to be accepted as guidance to the preparation of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS).
2. The OPC recommends that the environmental analysis include at a minimum the following elements called for by Tier 2: detailed review of air quality impacts of the proposed I-710 improvements, their health effects and potential mitigations; detailed review of noise impacts of the I-710 improvement and potential mitigations; detailed review of construction impacts of proposed I-710 improvements and potential mitigations; and analysis of the feasibility of alternative technologies for movement of goods in the corridor, including containerized cargo.
3. The OPC requests particular attention be paid to low-income communities and persons of color to ensure that they do not bear disproportionate impacts of the project and that benefits of the project accrue to Corridor communities.
4. The OPC advises any and all entities involved in conducting the EIR/EIS that it expects a full, objective and open-minded investigation of transportation needs and options and of environmental concerns, solutions and mitigations.

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**Recommended Action**

It is recommended that the OPC forward the Tier 2 report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS.

**ACTION TAKEN**

Voted unanimously to forward the Tier 2 report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS,

## **TIER 2 REPORT AND RECOMMENDATIONS FOR COMMUNITY IMPROVEMENTS INDEPENDENT OF THE ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT**

### **Background**

In May, 2003, the OPC adopted five guiding principles to focus its efforts to fulfill its mission to complete an I-710 Major Corridor Study in accordance with State and Federal rules and regulations governing major transportation investments.

In this process the OPC convened the Tier 1 and Tier 2 Community Advisory Committees.

The Tier 2 Committee in its final report summarized its priorities that:

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

### **Findings**

- The OPC embraces the Tier 2 Committee's broad vision for community improvement and renewal.
- At the same time, the OPC finds that numerous recommendations exceed the scope of the OPC's guiding principles and the scope of any transportation study or project that may result from the I-710 Major Corridor Study.
- In addition to transportation, health and air quality, the Tier 2 Final Report contains recommendations relating to economic development and job training, economic studies, cooperative planning among west coast ports, open space, landscaping and beautification, among others.
- While some aspects of these recommendations can be associated with any I-710 improvement project, the broader application of the recommendations should be incorporated into a separate document entitled "Additional Prospective I-710 Corridor Goals and Objectives."

### **Future Direction**

In order to capitalize on those recommendations that prove to exceed the scope of any I-710 transportation improvement project, and ensure that the community vision they represent is not lost, the OPC urges the Gateway Cities Council of Governments to identify appropriate agencies, partnerships and vehicles to pursue these recommendations through advocacy, program development and other means and to periodically report to the community on these efforts.

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**Recommended Action**

It is recommended that the OPC request the Gateway Cities Council of Governments to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community.

**ACTION TAKEN**

Voted unanimously to request the Gateway Cities Council of Governments to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community.

## **TIER 1 AND TIER 2 COMMUNITY OUTREACH PROCESS**

### **Background**

In May 2003, the OPC adopted five guiding principles including:

#### **Guiding Principle #5**

Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

To implement this principle, the Tier 1 Community Level Community Advisory Committees and the Tier 2 Corridor Level Community Advisory Committee were established and provided with technical assistance in both highway design and meeting facilitation.

### **Findings**

- The OPC believes that its Tier 1 and Tier 2 process proved to be an effective method of community participation that recognized importance of engaging the most impacted communities as well as a broader group of interests and that moved beyond community outreach to meaningful participation.
- The OPC believes that the recommendations of Tier 1 and Tier 2 were of great value to the Major Corridor Study and provided insights and solutions that could not have been achieved without them.

### **Future Direction**

1. The OPC recommends that a collaborative and participative process for community engagement be developed to continue throughout the environmental analysis.
2. The OPC recommends that particular attention be paid to inclusion of low-income communities and persons of color in the process, including appropriate language translation.

### **Recommended Action**

It is recommended that the OPC request MTA and COG staff to suggest a process and structure for continuing community participation throughout the environmental analysis.

### **ACTION TAKEN**

Voted unanimously to request MTA and COG staff to suggest a process and structure for continuing community participation throughout the environmental analysis.