NB-26

Memorandum

City of Long Beach
Working Together to Serve

Office of Councilmember Steven Neal
Councilmember, 9th District

Date: October 8, 2013

To: Honorable Mayor Bob Foster and Members of the City Council

From: Councilmember Steven Neal, Ninth District SN
Councilmember Patrick O'Donnell, Fourth District PO
Councilmember Al Austin, Eighth District AA

Subject: "I-710 Corridor Project Community Alternative 7" Resolution

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Recommendation: Request the City Attorney work with the City Manager to draft a resolution in support of SB 811 (Lara), ensuring the evaluation of Community Alternative 7 in the I-710 Corridor Project, and, upon completion, forward a copy of the resolution to Governor Brown and Cal Trans, no later than October 15th.

Background: SB 811 is a bill to protect Long Beach and other corridor communities, and to mitigate the impact of the I-710 expansion project by ensuring that the Community Alternative 7 is evaluated and considered in the development of the project.

In 2002, CalTrans introduced the 710 Improvement Project to the 710 corridor cities. The preliminary plans threatened over 660 homes along the freeway, with a majority in the city of Long Beach. Due to public objection and concern, CalTrans was urged to reconsider this project and begin a ground up process in developing the project.

In 2003, this process began the 710 Major Corridor Study. This study had a very intensive public participation process and included advisory committees from local residents, corridor residents, elected officials, and a number of agencies, including Metro, Gateway Cities COG, SCAG, The Port of Los Angeles, the Port of Long Beach and, the I-5 Consortium (Funding Partners). The Major Corridor Study was completed in 2005.

In 2008, CalTrans and the funding partners began the EIR/EIS process for the I-710 Corridor Project. This also included a very intensive public participation process, involving advisory committees from local residents, corridor residents, and local elected officials.

In 2012, the Draft EIR/EIS was released to the public. After hundreds of comments and issues raised, CalTrans decided to Re-circulate the EIR/ EIS to address outstanding issues. During the comment period of the Draft EIR/EIS, a community alternative was submitted, Community Alternative 7 (CA7).

On January 31, 2013, the I-710 EIR/EIS Project Committee voted unanimously to recommend that CalTrans consider Community Alternative 7 in its entirety in the draft environmental review document for the project.

In 2012 Senator Lara, who represents the 33rd senate district and a majority of the 710 Corridor Project area, responded to the requests of the Coalition for Environmental Health and Justice (CEHAJ) on several issues.

On Friday, February 22nd, Senator Lara submitted SB 811, which, if passed, will require the following:

1. The lead agency, in consultation with all interested community organizations, shall include, within the environmental review process, alternatives to address the air quality, public health, and mobility impacts that the I-710 corridor project could have on neighboring communities. One of these alternatives shall be Community Alternative 7, studied in its entirety, as a complete project alternative.

2. The final environmental document approved by the lead agency for the I-710 corridor project shall include an investment in identified mitigation measures where there are impacts to the affected communities and the Los Angeles River.

3. At least 90 days prior to approving the final environmental document for the I-710 corridor project, the lead agency shall submit a report to the I-710 EIR/EIS Project Committee describing the identified mitigation measures and community benefits that will be included in the project and providing evidence of meeting the requirements of this section.

SB 811 has since passed the legislature and has landed on Governor Brown's desk for signature by October 15th. A resolution from the City of Long Beach in support of SB 811 could be a valuable gesture in encouraging Governor Brown to sign the bill into law.

Fiscal Impact: There is no fiscal impact.

SB 811, Lara. State Highway Route 710

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.

This bill would impose various additional requirements on the department, or on another agency, if that agency agrees to assume responsibility as the lead agency, with respect to the I-710 corridor project in the County of Los Angeles from State Highway Route 60 in East Los Angeles to Ocean Boulevard in Long Beach. The bill would require the lead agency, in consultation with all interested community organizations, to include, within the environmental review process for the project, alternatives to address the air quality, public health, and mobility impacts the project will have on neighboring communities, including, in its entirety, Community Alternative 7, as defined, as a complete project alternative. The bill would require the final environmental document approved by the lead agency to include an investment in identified mitigation measures and community benefits for the affected communities and the Los Angeles River. The bill would require the lead agency to submit a report in that regard to the I-710 EIR/EIS Project Committee at least 90 days prior to approving the final environmental document for the project. The bill would make legislative findings and declarations.

The people of the State of California do enact as follows:

SECTION 1.

Section 103.1 is added to the Streets and Highways Code, to read:

103.1.

(a) As used in this section, the following terms have the following meanings:

(1) “I-710 corridor project” means the proposed program of improvements to the State Highway Route 710 Corridor in the County of Los Angeles within the State Highway Route 710 Corridor project study area, which extends from State Highway Route 60 in East Los Angeles to Ocean Boulevard in Long Beach. The I-710 corridor project does not include any extension of State Highway Route 710 through South Pasadena from

State Highway Route 10 to State Highway Route 210.

(2) “Community Alternative 7” means an alternative infrastructure plan developed by a coalition of community partners, and submitted for consideration to the I-710 corridor project’s lead agency in response to the first draft environmental review document, and voted on by the I-710 EIR/EIS Project Committee to be included in the recirculated draft EIR/Supplemental EIS document.

(3) “Lead agency” means the department, unless another agency agrees to assume responsibility as the lead agency for the I-710 corridor project under the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), in which case “lead agency” means that other agency.

(4) “Los Angeles River” or “river” means the Los Angeles River within the State Highway Route 710 Corridor project study area, including the adjacent tributaries of Compton Creek and Rio Hondo.

(5) “I-710 EIR/EIS Project Committee” means the committee facilitated by the project’s lead agency as a part of the I-710 corridor project community participation framework, and is comprised of elected officials from I-710 corridor project corridor communities and funding partner representatives who make recommendations to the funding partners and the department on key assumptions and decisions in the environmental review process. The funding partners include the department, the Los Angeles County Metropolitan Transportation Authority, the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the Interstate 5 Joint Powers Authority.

(b) The Legislature finds and declares all of the following:

(1) The proposed I-710 corridor project is a project of national significance that is intended to expand capacity on State Highway Route 710 in the County of Los Angeles to accommodate the movement of freight from and to the Ports of Los Angeles and Long Beach, thereby providing economic benefits in the region and beyond. However, the I-710 corridor project, as proposed, may have adverse public health, air quality, and quality-of-life impacts on residents residing near the corridor from East Los Angeles to Long Beach.

(2) The proposed I-710 corridor project is a “goods movement” project that should be

aligned with the principles laid out in the 2007 Goods Movement Action Plan, prepared by the California Environmental Protection Agency and the Business, Transportation and Housing Agency. These principles highlight the importance of goods movement projects that provide local communities with benefits and improvements.

(3) The proposed I-710 corridor project is a transportation project that should be consistent with the goals of Assembly Bill 32 (Ch. 488, Stats. 2006) and Senate Bill 375 (Ch. 728, Stats. 2008) of reducing greenhouse gases by reducing vehicle miles traveled and increasing public transit use and active transportation.

(4) Community Alternative 7 includes these principles, goals, and improvements. On January 31, 2013, the I-710 EIR/EIS Project Committee voted to recommend that the lead agency consider Community Alternative 7 in its entirety in the draft environmental review document for the project.

(c) The lead agency, in consultation with all interested community organizations, shall include, within the environmental review process, alternatives to address the air quality, public health, and mobility impacts that the I-710 corridor project could have on neighboring communities. One of these alternatives shall be Community Alternative 7, studied in its entirety, as a complete project alternative.

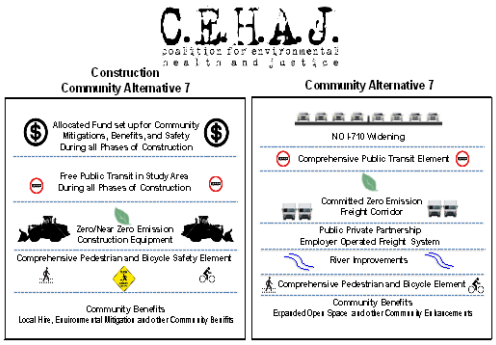
(d) The final environmental document approved by the lead agency for the I-710 corridor project shall include an investment in identified mitigation measures where there are impacts to the affected communities and the Los Angeles River.

(e) At least 90 days prior to approving the final environmental document for the I-710 corridor project, the lead agency shall submit a report to the I-710 EIR/EIS Project Committee describing the identified mitigation measures and community benefits that will be included in the project and providing evidence of meeting the requirements of this section.

ATTACHMENT A

I-710 Corridor Project

Community Alternative 7



CA7 Community Alternative Proposal

First and foremost, the Interstate 710 (I-710) Corridor is a community of residents. For decades, this area has been identified as an Environmental Justice community because it is comprised of vulnerable populations, including a majority people of color. With the rise of freight movement over the last several decades in Southern California, these communities have been exposed to high levels of toxins due to the industrial landscape and geography related to the Goods Movement industry and the I-710 freeway. While we acknowledge that the I-710 freeway is a vital transportation artery, linking the Ports of Los Angeles and Long Beach (POLA and POLB) to Southern California and the nation's logistic and Goods Movement system, we refuse to allow transportation planners to barrel through our neighborhoods in a manner that does not protect the communities that shoulder most of the burden of the Goods Movement system and receive so few of its benefits.

Since we are critical of the alternatives analyzed and presented for this expansion project, CEHAJ has developed a revised and superior alternative through community input and significant technical analysis. We developed this alternative with two main concerns in mind:

- Protecting community health in an already overburdened part of the Los Angeles metro region; and
- Proposing an alternative that performs better environmentally than existing alternatives, while achieving traffic safety, enhancing goods movement, and reducing congestion.

This analysis and input from organizations and community members within the I-710 Corridor culminated in the development of "Community Alternative 7," which CEHAJ hereby presents to the I-710 Freeway Expansion Project Team and both the Executive and Finance Committees as an alternative that must be considered in the review of alternatives for this expansion project.

Community Alternative 7 includes seven components:

1) **No I-710 Widening (No Additional General Purpose Lanes);**
2) **Comprehensive Public Transit Element;**
3) **Mandatory Zero-Emission Freight Corridor;**
4) **Public Private Partnership – Operator of the "Freight Corridor System;"**
5) **River Improvements;**
6) **Comprehensive Pedestrian and Bicycle Element; and**
7) **Community Benefits.**

CA7.1 <u>No Widening</u> of GENERAL PURPOSE LANES

Community Alternative 7 will maintain the current configuration of the existing I-710 Corridor. Nonetheless, there would be other improvements that increase capacity to the I-710 mainline. Community Alternative 7 calls for maximizing on-dock rail and creating a comprehensive Transit Element that would accommodate both commuter and freight traffic demands assumed in studies.

> ***<u>City of Commerce</u>*** specific: The design element of Community Alternative 7 consists of a modified option at the Washington Blvd. intersection. The modification preserves residential properties and minimizes industrial property acquisitions. Between Washington Blvd. and the I-5 freeway, the I-710 freeway will not have residential impacts, as Community Alternative 7 will maintain the I-710 in its current configuration.
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> ***<u>Long Beach</u>*** specific: The design element of Community Alternative 7 for the I-710 freeway at the Anaheim intersection will not have impacts on the Multi-Service Center, as Community Alternative 7 will maintain the freeway's current foot print.
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> ***<u>City of Bell</u>*** specific: Community Alternative 7 will not interfere with Shelter Partnerships' facility or Bell Shelters operated by the Salvation Army.

This section focuses on the I-710 general purpose lanes, corridor traffic and transit system. The general purpose lanes will, in effect, maintain their existing footprint and physical capacity. This Alternative will address the projected growth and traffic volumes by increasing the effectiveness of the corridor through a combination of traffic management, intelligent transportation systems (ITS), parking management (TSM), and increased transit services.[1] The strategies for this analysis assume that there is a 68% increase in transit service. This Alternative will require the transportation agencies in the I-710 Corridor to incorporate a funded comprehensive public transit strategy, which is discussed in detail in the Transportation & Air Quality Technical Report located at Attachment C. Specific focus should be paid to bus lines with high ridership (e.g. Metro Local 51 and 18).

The freeway itself will not be widened and will maintain eight general purpose lanes from Ocean Blvd. to the SR-60. This Alternative will modernize the design and

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[1] CEHAJ notes that the combination of using the highest projections of container throughput at the POLA and POLB possible in addition to the inflated population growth numbers likely resulted in capacity needed being overstated.

reconfigure local arterial/freeway interchanges to enhance safety but will not result in removing any of the currently existing residential or industrial structures.

To remedy the purported additional capacity needs, Community Alternative 7 proposes the following:

ITS/TDM/TSM
Adaptive ramp metering should be deployed at at least 13 sites along I-710, providing an eight percent capacity improvement, and ITS Corridor Management will be implemented on I-710, I-110, and I-605, providing an additional capacity improvement of six percent.

Peak period parking restrictions on key arterials will provide additional capacity increases over a No-Build Alternative of 700 passenger car equivalents per hour per lane. Additional ITS implementation on major arterials will provide an additional effective capacity increase of more than 23 percent over a No-Build Alternative. (These changes will also allow for additional bus capacity on arterials. The positive effect of that change is not included in the capacity increases noted above.)

Additional ITS implementation on all other arterials crossings, will provide an additional effective capacity increase of six percent over a No-Build Alternative.

Goods Movement Strategies
The projected growth in cargo and freight traffic will be accommodated by use of a separated four-lane, zero emissions-technology freight corridor (see Section CA7.3). The freight corridor would be located on an elevated structure with lanes in each direction between Ocean Boulevard and the intermodal railyards in the cities of Vernon and Commerce.

Transit
The projected growth in commuter traffic and population growth will be accommodated by an aggressive, but achievable public transportation improvement strategy that enhances rail and bus usage in the I-710 corridor (see Section CA7.2). Implementing this strategy will mean transporting residents and reducing travel demand by at least:

- Adding bus shuttles to transit centers;
- Expanding Metro Blue Line and Green Line service;
- Adequately expanding local, express, and Metro Rapid Bus services; and
- Enhancing community bus service (e.g. local circulators in Long Beach, Commerce, and Paramount).

CA7.2 Comprehensive Public Transit Element
Community Alternative 7 includes an aggressive strategy to improve public transportation via rail and bus in the I-710 corridor. It is well established that the population in the project area are users of public transit. The project area includes some of the most heavily utilized rail and bus lines in the entire Los Angeles metro area.

This part of the Alternative calls for substantial investments in public transit in the project area with a focus on local and express bus lines.

With the passage of AB 32 and SB 375, among other policy changes, California's metropolitan regions must focus on more efficient means to transport residents and

reduce travel demand. Part of the rationale provided by Caltrans for the major expansion of the I-710 is to accommodate future growth in automobile traffic. Expanding road capacity, however, does little to increase the efficiency of the transportation system in a way that is sustainable or will reduce travel demand. The Draft EIR/EIS assumes only the maximization of the Blue Line and increasing bus service. The failure to consider building additional light rail capacity or expanding bus routes and service is a critical flaw in the Draft EIR/EIS. The implementation of a corridor-wide, comprehensive capacity enhancement for public transportation would complement AB 32 and SB 375, as it would reduce global warming emissions and emissions of conventional air pollutants regionally. (See, e.g., CA7.1 for proposed transit enhancements.)

CA7.3 Committed Zero Emission Freight Corridor

Community Alternative 7 includes a separated Zero Emission (mandatory) Freight Corridor. The Alternative calls for an enforceable commitment to use zero-emission technologies immediately upon project completion. The Zero Emission Freight Corridor would be located on an elevated structure with two lanes in each direction between Ocean Boulevard and the intermodal railyards in the cities of Vernon and Commerce.

Public Private Partnership

This Zero Emission Freight Corridor system would be operated by a qualified private firm contracted and overseen by CALTRANS using a Request for Qualifications (RFQ) process followed by a Request for Proposals (RFP) and final award.

Zero Emission Freight System

The Alternative restricts the use of the freight corridor to zero-emission freight movement systems rather than conventionally powered trucks. One such zero-emission technology consists of trucks powered by electric motors in lieu of internal combustion engines; these would produce zero tailpipe emissions while traveling on the freight corridor. The specific type of electric motor is not defined, but feasible options include linear induction motors, linear synchronous motors or more prevalent in-vehicle conventional brushless DC motors. The power systems for these electric propulsion trucks could include, but are not limited to, road-connected wayside power (e.g., overhead catenary electric power distribution system), as well as a variety of possible hybrid power sources with dual-mode operation (with a Zero-Emission Vehicle mode) such as Range Extender Electric Vehicle (with a Fuel Cell or Turbine along with a ZEV operations mode), a fully Electric Vehicle (with rechargeable batteries or power), or alternative fuel hybrids (e.g., zero-NOx dedicated fuel engines, such as Compressed Natural Gas, Renewable Natural Gas, Hydrogen [H2] Internal Combustion Engine) coupled with a range extender battery power Electric Vehicle mode (turbine power battery charging). These hybrid variations would be powered by their electric motors while traveling along the freight corridor and use their hybrid engines for both motive power and to recharge their batteries when not traveling for the freight corridor. For purposes of the I-710 Corridor Project DEIR/EIS, the zero-emission electric trucks are assumed to receive electric power while traveling along the freight corridor via an overhead catenary electric power distribution system (road-connected power). This proposed power distribution system is similar systems used to power electric trolley buses (e.g., in San Francisco) and requires traction power substations sited along the freight corridor to distribute electricity from the regional electrical power grid to the catenary system.

Energy consumption is based upon the maximum number of vehicles expected on the freight corridor at any one time. As such, a minimum of 26 electrical substations, providing 25-kilovolt (kV) output, are required. The stations are spaced approximately 4,000 feet apart and are located within the proposed rights-of-way for Alternatives 6A/B/C. Each substation requires approximately 25,000 square feet. Southern California Edison (SCE) has confirmed that current and planned local electrical distribution systems and power supplies are sufficient to accommodate the Alternative's energy demand.

Design

The freight corridor will be located on an elevated structure with lanes in each direction between Ocean Boulevard and the City of Commerce. The freight corridor should not have residential or industrial right away impacts. For the most part, the freight corridor will run adjacent to the existing freeway facility, using railroad and utility rights of way. In some cases the freight corridor may need to use double-decked elevated structures. Dedicated entry and exit points to and from the freight corridor within the project limits are described below:

- Harbor Scenic Dr. (Southern Terminus)
- Pico Ave.
- I-710/I-405 Interchange
- I-710/SR-91 Interchange
- I-710/Interstate 105 (I-105) Interchange
- Atlantic Blvd./Bandini Blvd./Washington Blvd.
- Sheila St. (Northern Terminus)

The freight corridor will not have an entry or exit point at Anaheim Street in Long Beach.

CA7.4 Public-Private Partnership (PPP)-Operator of the "Freight Corridor System"

A successful mandatory Zero Emission Freight Corridor requires an operator of the system to hold to the standards and requirements mandated. The alternative to a PPP is expecting thousands of individuals and/or companies to acquire zero emission trucks without support, which is terribly difficult, precluding efficient transition to new zero-emission trucks. The PPP approach for operating a mandatory Zero Emission Freight Corridor could be an **Operation & Maintenance Contract (O & M)**, which would retain a private operator under contract to operate the publicly-owned freight corridor for a specified term. CALTRANS would finance and construct the freight corridor facility. Ownership of the freight corridor would remain with CALTRANS. The other option would be a **Design-Build-Finance-Operate (DBFO)**, which would allow a private firm to design, finance and construct the freight corridor facility under a long-term lease, and then operate it during the term of the lease.

CA7.5 River Improvements

Community Alternative 7 includes restoration of the natural river functions, including recreational trails, restored wetlands, continuous fish migration corridors, and native landscaping. This Alternative does—and any I-710 project should—remove barriers to neighborhood access to the river by providing improved walk and bike trail networks. The LA region is classified as a park-deprived area, and any efforts to change the I-710

should be used to address this critical issue. Polluted run-off should be treated via multi-benefit green treatment trains. To the extent that any I-710 project increases impermeable surfaces, it must mitigate negative hydrological impacts by removing impermeable surfaces elsewhere. Community Alternative 7 ensures the conditions at the limited facilities available for South LA residents are improved. Finally, the LA River should not be used as a right of way to house power infrastructure. All of the above applies to the entire river system, including the main stem of the LA River itself, and its 710-adjacent tributaries: Compton Creek and the Rio Hondo.

CA7.6 Comprehensive Pedestrian and Bicycle Element

Community Alternative 7 includes adequate and safe bicycling and pedestrian infrastructure for the residents in the corridor. These low cost improvements are vital to provide a full range of transportation options to residents and increase our energy independence while mitigating harmful emissions. Community Alternative 7 includes the connection and enhancement of the growing bike path networks along Compton Creek, Rio Hondo, and the Los Angeles River--better connecting them with each other, and with residential, employment, and retail destinations. Special attention is paid to connecting bikeways to Metro transit stations, and to bike-friendly destinations. All road alterations in conjunction with freeway on/off-ramps will implement best practices to ensure that roadways are safe for pedestrians and cyclists. These practices may include the implementation of innovative colored bike lanes to alert drivers to the presence of bicyclists.

The I-710 Corridor contains many residential communities, along with the commercial establishments, schools, and recreational facilities that residents need to access on a regular basis. Many residents of these communities walk or cycle daily on the local streets because they cannot afford an automobile, are disabled, and/or are too young or old to drive. In addition, the I-710 corridor has physically separated communities on either side of the freeway. In some cases, such as in Long Beach and South Gate, neighborhoods within the same city are detached from each other.

Community Alternative 7 recommends infrastructure and network improvements to better accommodate and encourage travel by bicycle and on foot, and connect communities divided by the freeway.

<u>Shifting Priorities in the I-710 Corridor</u>

Contrary to common perception in the Southern California region, the I-710 Corridor is not just an industrial district and conduit for commuter vehicles. The corridor has long been home to residential neighborhoods and thriving business districts. In fact, new schools are being built in these communities to accommodate the growing number of youth. Many of these young people do not have access to a personal automobile, so they rely on relatives or others to drive them to their schools. Concerns over increased traffic around schools in the corridor could be mitigated if safe and connected bicycle and pedestrian routes were provided.

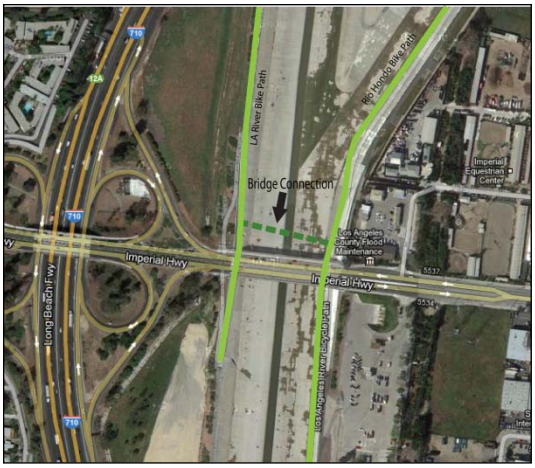
The newly completed South Region High School #9 in South Gate has an open enrollment policy,
So that residents of surrounding cities are eligible to attend.

Long Beach, South Gate, and the County of Los Angeles have adopted bicycle master plans; Lynwood and Carson are currently in the process of developing plans as well. The Los Angeles County Metropolitan Transportation Authority (Metro) has studied existing conditions and potential improvements for pedestrian and bicyclist access to Blue Line rail stations. In addition, numerous organized bicycle rides and the popular open streets event CicLAvia demonstrate the latent demand for better cycling and walking environments in Los Angeles County. Caltrans should recognize this demand and abide by its own Complete Streets policies by incorporating high-quality pedestrian and bicycle infrastructure into its plans for enhancing the I-710 Corridor.

<u>Improving the Walking and Cycling Environment Along the I-710 Corridor</u>
In light of the shifting priorities in the I-710 Corridor's communities towards more sustainable transportation options and healthier, more livable neighborhoods, Community Alternative 7 calls on Caltrans and Metro to include high quality, safe pedestrian and bicycle infrastructure as part of any improvement project along the corridor. A highly connected pedestrian and bicycle network must be a part of this improvement process, so that all of the communities along the corridor will be better connected – physically, economically, and socially. To achieve these goals, we recommend that Caltrans and Metro make the below improvements.

- First and foremost, Caltrans should support through planning and implementation grants all communities in the corridor study area in drafting and adopting pedestrian and bicycle master plans that reflect local conditions and priorities, and that facilitate regional connectivity. Cities can follow the examples of Long Beach and South Gate, among others. By having comprehensive pedestrian and bicycle plans in place, cities in the corridor will clearly articulate their transportation vision, and they can also apply for grant aid to fund infrastructure improvements and educational campaigns.

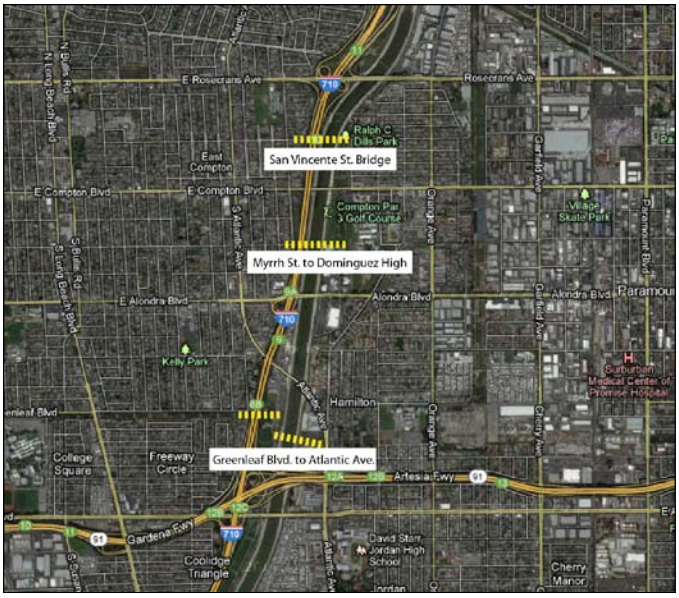
- The Los Angeles River shared-use path should serve as the spine of an enhanced regional pedestrian and bicycle network. Therefore, Caltrans and Metro should extend the path or create a viable on-street connection to Downtown Los Angeles. In addition, the LA River path should be connected to both the Compton Creek and Rio Hondo paths via pedestrian- and bicycle-only bridges over the river.



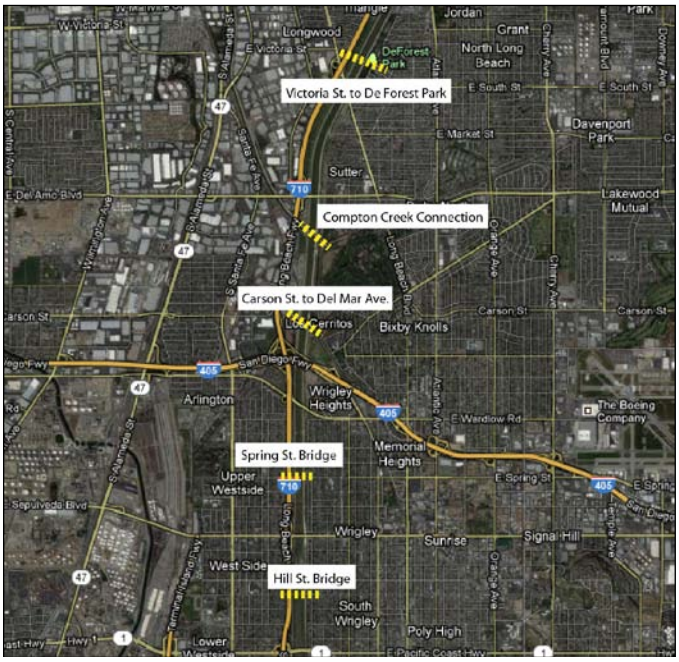
An improved connection between the LA River and Rio Hondo bicycle paths

Proposed connection between the LA River and Compton Creek bicycle paths

- Connect the communities on either side of the I-710 with a series of pedestrian- and bicycle-only bridges or lids every ¼ to ½ mile, especially where there is a particularly long gap between existing street crossings. The City of Long Beach is proactively requesting separated Class 1 facilities traversing the I-710 corridor for pedestrians and bicyclists at or very near to five priority crossing locations: Anaheim Street; between Pacific Coast Highway and Willow Street near Hill Street; between Willow Street and Wardlow Street near Spring Street; Long Beach Boulevard; and Artesia Boulevard. Other communities along the corridor can follow Long Beach's model and prioritize locations for pedestrian and bicycle bridges that will serve neighborhoods on both sides of the freeway.

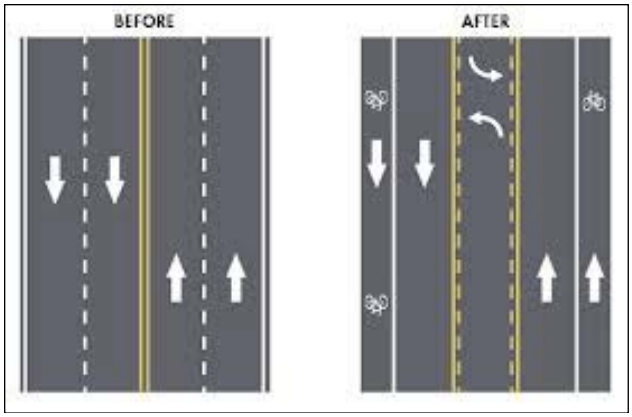


Potential bike/ped bridges in Compton and Paramount



Potential bike/ped bridges in Long Beach

- Implement Complete Street treatments, including “road diets,” on principal arterial and collector streets throughout the corridor study area, prioritizing those that currently cross the I-710 freeway and the Los Angeles River. Promote this strategy to area businesses and residents as both an enhancement to “Main Street” commercial districts and as a safety improvement for all road users.



Typical road diet configuration

- Where road-alterations occur in conjunction with freeway on-/off-ramps, implement best design practices to ensure that roadways are safe for pedestrians and cyclists. For instance, crosswalks should be placed in a location that offers pedestrians and drivers the optimum visibility of each other. Another effective technique is to paint a colored bicycle lane in the conflict zone to alert drivers to the presence of cyclists.

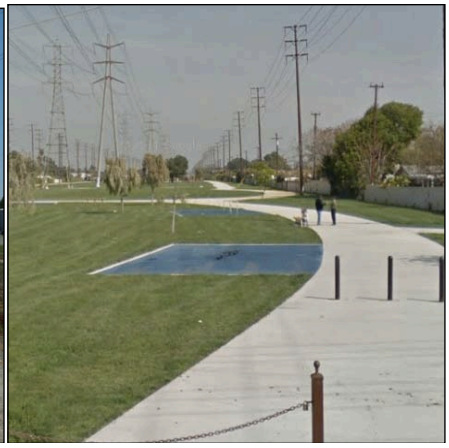
- Establish a dense network of bicycle-friendly neighborhood routes, also known as "bike boulevards," that provide safe and pleasant cycling routes through residential areas. These bike boulevards use inexpensive treatments, such as traffic circles and turned-out stop signs, to slow automobile traffic and create a continuous flow condition for cyclists. As a side benefit, bike boulevards also enhance the pedestrian experience. The existing grid street network in the corridor's communities facilitates the creation of this network.

- Utilize existing underused railroad and utility rights-of-way to construct separated pedestrian/bicycle paths. Several of these rights-of-way run for long distances parallel to major streets, offering the opportunity to greatly increase bicycle and pedestrian mobility.

Union Pacific right-of-way parallel to Firestone Blvd.

Bike/Ped paths can safely coexist alongside rail

Underutilized right-of-way in Paramount



Pedestrian path within utility right-of-way, City of Stanton

- Stripe bicycle lanes and install sufficient bicycle parking racks at industrial and commercial facilities. Despite common perceptions to the contrary, many workers in the corridor's industrial areas cycle to their jobs. The exceptionally heavy truck traffic in these areas necessitates dedicated space for cyclists on the roadways.

- Provide safe and effective walking and cycling connections to passenger rail stations – Metro and Metrolink – and to bus stops. Particularly popular access routes for pedestrians should be well lit, as should the transit stations and stops themselves.

CA7.7 Community Benefits and Enhancements

Community Alternative 7 Community Benefits and Enhancements are necessary to mitigate impacts along the I-710 corridor as a result of the 710 Corridor Project during all phases of planning and construction. The following are a list of community design improvements that should be included as the I-710 Corridor project moves forward.

<u>Neighborhood Services, Facilities and Amenities</u>
Improvements to neighborhood should be responsive to any expressed community vision and avoid the demolition of public community facilities such as libraries, community centers, homeless shelters, schools, cultural centers, childcare centers, after school programs and other existing community assets.

<u>Existing Parks</u>
Include maintenance and upgrades at existing corridor parks as well as additional sports and recreation facilities and programs.

<u>Linking the LA River and Parks, Greenbelts and Connections</u>
Community Alternative 7 proposes an enhanced system of park networks along the LA River that will create greenbelts and open space connections, and improve access between the Los Angeles River and surrounding neighborhoods.

Healthier Schools
Children attending the schools located along the I-710 Corridor Project will be impacted by the design and emissions of the project. To protect the health of the children, school improvements and mitigations should include: pedestrian and streetscape improvements to facilitate students' safe routes to school, using green and energy efficient building materials and systems in campus construction, planting trees along school parameters to mitigate noise and air pollution.

Air Filtration
Air filtration systems should be placed in homes, schools, and public facilities within 500 meters of the highway and major arterials impacted by this Project.

Trees and Streetscapes
Greening shared and public spaces in the project area is essential to creating community wellbeing. Caltrans should include tree planting and streetscape enhancement within the 710 Corridor Project study area and protect the existing trees in the area. New trees can also be planted along the sidewalks, medians and parkways, in order to promote desirability for walking. Other uses include using landscape improvements to mitigate noise, emissions and other nuisances from the I-710 Corridor Project and constructing green streets improvements to manage storm water.

Neighborhood Services, Facilities and Amenities
Improvements to neighborhoods should be responsive to any expressed community vision and include constructing or avoiding the demolition of public community facilities such as libraries, community centers, homeless shelters, cultural centers, and childcare and after school programs.

Pedestrian and Bicycle Improvements
Active modes of transportation must be enhanced and supported as part of the I-710 project. To promote and support walkability, community residents must feel that they can safely access and share the existing sidewalks and streets with cars. Caltrans can support pedestrian and bicycle improvements by making improvements and repairs to existing trails and sidewalks, enhancing pedestrian lighting and signalization, and making intersections and crossings safe with ADA improvements to facilitate access for the disabled. Bicycle improvements include construction of new Class I, II and III bicycle routes, repair of existing bike paths, and additional signage along existing routes. Additionally, planned bicycle and pedestrian routes should be assessed for safety and connect to other transit modes in order to encourage the use of public transit.

Pedestrian Bridges
Pedestrian bridges serve as connectors and provide access to pedestrians. Pedestrian bridges should link community members to community and neighborhood amenities such as elementary schools. The design of the pedestrian bridges, such as the lighting, paint, access and sidewalk upgrades, greening, fencing upgrades, and potentially public art, should include the involvement of community feedback.

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Traffic and Parking

Truck parking is a problem in the neighborhoods along the corridor. Traffic and parking specifications need to include traffic signal upgrades, traffic control measures and traffic calming specifications. The project design should also address on and off street parking problems.

Public Art

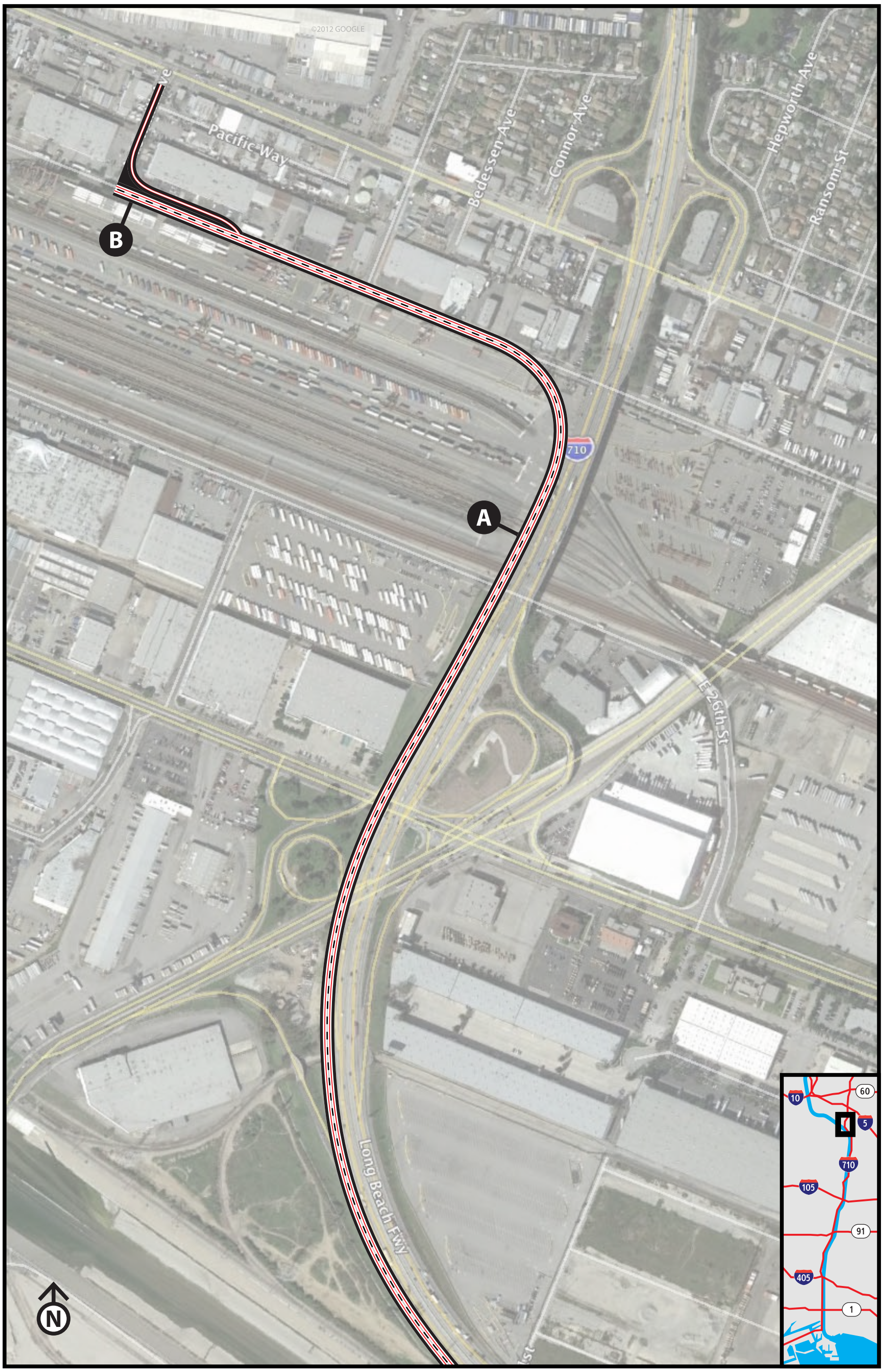
Incorporate more public art into existing park facilities, into neighborhoods and gateways, and into corridor transportation facilities.

APPENDIX 1

I-710 Corridor Project

Community Alternative 7

Appendix 1 – Concept Plans



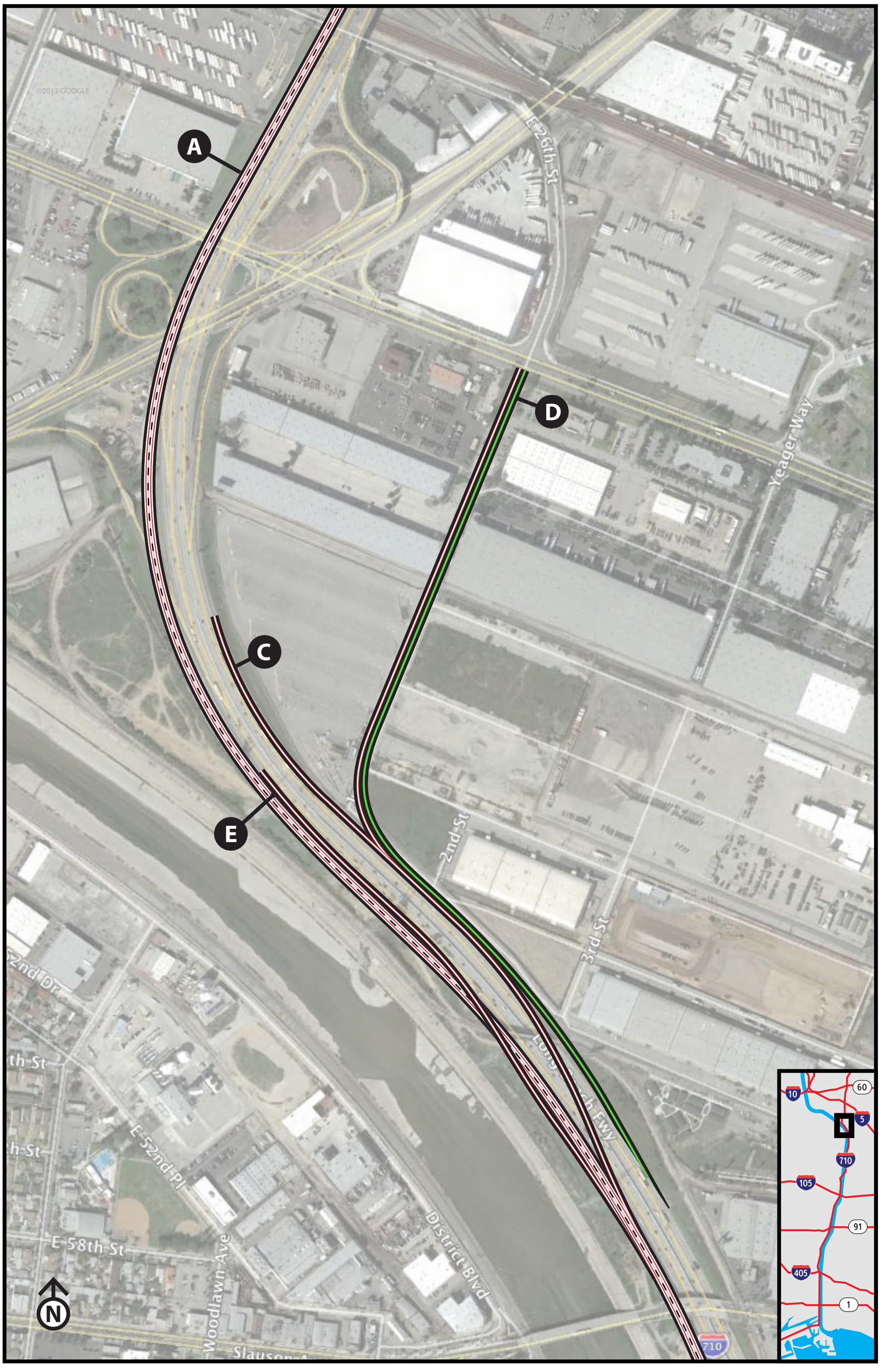
Mandatory Zero-Emission Freight Corridor

Appendix 1 – *Sheet* **1** *of* 4

0′ 200′ 400′

Scale: 1″ = 400′

I-710 Corridor Project • **Community Alternative 7**



Mandatory Zero-Emission Freight Corridor

General Purpose Ramp

0′ 200′ 400′

Scale: 1″ = 400′

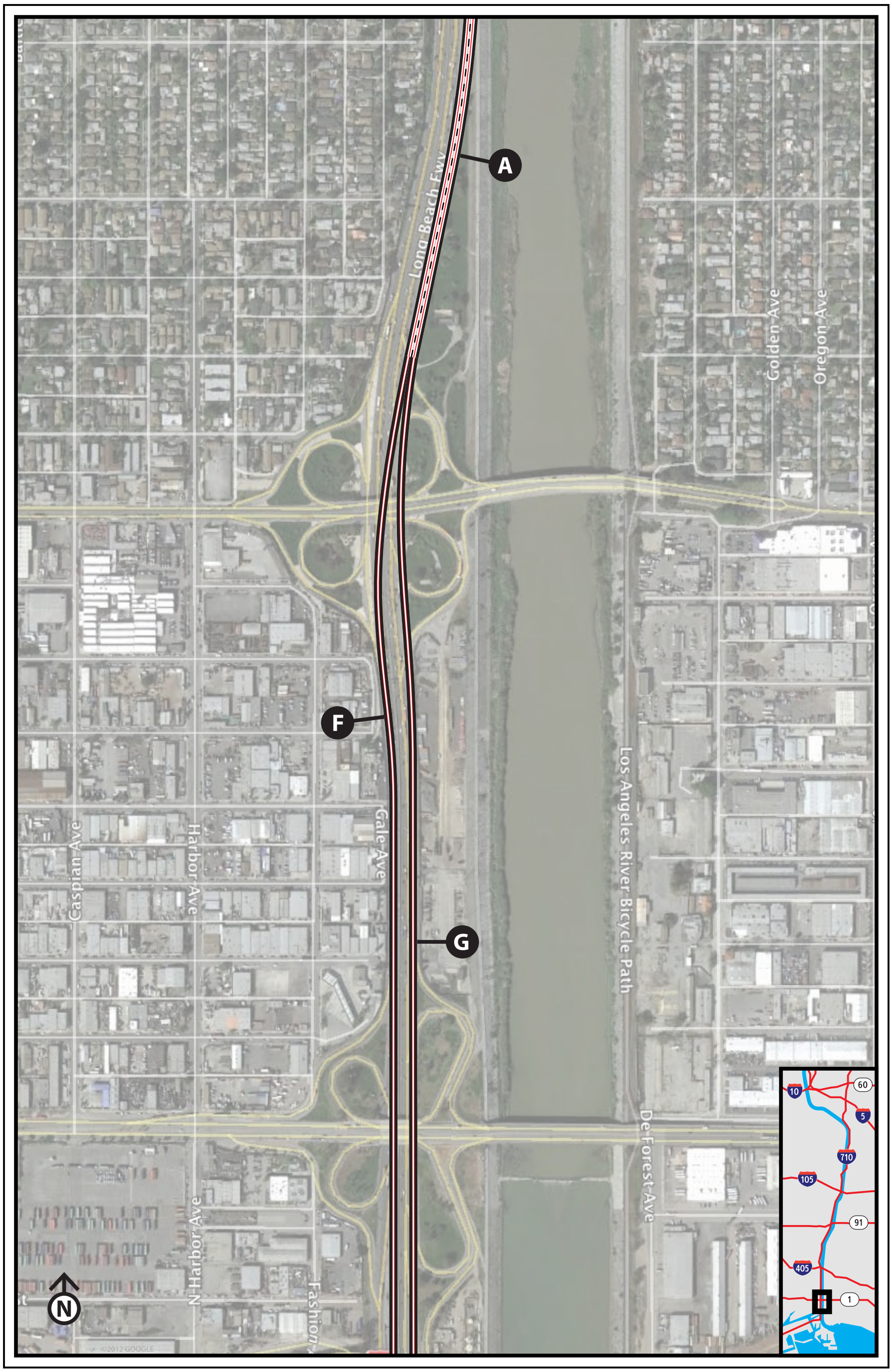
Appendix 1 – *Sheet* **2** *of* 4

I-710 Corridor Project • **Community Alternative 7**

Mandatory Zero-Emission Freight Corridor

0′ 200′ 400′ Scale: 1″ = 400′

I-710 Corridor Project • **Community Alternative 7**



Mandatory Zero-Emission Freight Corridor

Appendix 1 – *Sheet* **4** *of* 4

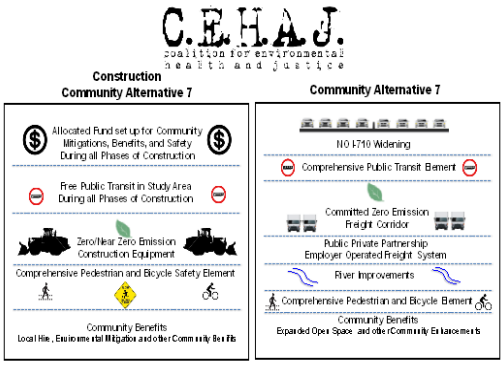
0′ 200′ 400′

Scale: 1″ = 400′

I-710 Corridor Project • **Community Alternative 7**

I-710 Corridor Project

Construction Community Alternative 7



CCA7 Construction Community Alternative 7 Description
First and foremost, the Interstate 710 (I-710) Corridor is a community of residents. For decades, this area has been identified as an Environmental Justice community because it is comprised of vulnerable populations, including a majority people of color. With the rise of freight movement over the last several decades in Southern California, these communities have been exposed to high levels of toxins due to the industrial landscape and geography related to the Goods Movement industry and the I-710 freeway. While we acknowledge that the I-710 freeway is a vital transportation artery, linking the Ports of Los Angeles and Long Beach (POLA and POLB) to Southern California and the nation's logistic and Goods Movement system, it is also a major source of toxic exposure due the high use of diesel trucks servicing the Ports, rail yards and warehousing businesses. Along with the impacts mentioned above, the cumulative impacts from construction equipment, pollution emissions (noise, air etc.) and impacts from traffic delays, detours and safety issues are addressed here.

The Construction Community Alternative 7 details the elements and components developed to ensure community benefits and protections during all phases of construction.

The Construction Community Alternative 7 is as follows:

1) Allocated funds for mitigation, safety and outreach
2) Free Public Transit Program
3) Zero-Emission/Near Zero-Emission Construction Equipment
4) Comprehensive Pedestrian and Bicycle Safety Element
5) Community Benefits

CCA7.1 Mitigation Funding, Safety and Outreach
Construction of the 710 Corridor Project will have serious air quality and related public health and safety impacts on surrounding communities. These impacts must be fully mitigated. CALTRANS must allocate sufficient funds to support all mitigation, safety and outreach programs during construction. CALTRANS must commit to an annual budget for fulfilling this program up to the completion of the project.

CCA7.2 Free Public Transit program
During the construction phase of Community Alternative 7, Caltrans, by way of Metro, should provide free rides on the Metro Blue Line, and make additional Metro Bus Lines free when the I-710 will be closed for demolition and construction work. Metro will select bus lines for free fares that operate on major I-710 Corridor arterials in areas most affected by the closure. Free rides on the selected bus lines are intended to help mitigate congestion during the construction of the project. Regular fares will apply for all other bus and rail lines during the closure periods. Metro will also add buses and rail cars to enhance service on the bus and rail lines serving the area affected by the I-710 closure.

- Blue line will operate larger trains with 10-minute frequencies throughout the construction period.
- On the Metro Blue Line, all trains will operate with two cars. In addition to regular weekend 15-minute daytime and 20-minute night service, additional trains and capacity will be added to provide overall 10-minute service throughout the day.
- Blue Line will operate extended hours all days of the week.
- Express buses will be added to the study area from and to transit centers throughout the corridor.

Metro will closely monitor traffic congestion on all routes in the I-710 construction area and will make needed adjustments to bus service based on the current traffic conditions. Transit patrons should, however, anticipate longer trip times to reach their destinations and plan accordingly.

The Interstate 710 Freeway will be frequently closed throughout the construction project period. Therefore, the Metro Board of Directors should authorize the fare-free operation of the Blue Line subway and select busways that operate on major I-710 corridor streets during the construction period, to give inconvenienced motorists an option to driving between the Ports of Los Angeles and Long Beach and destination throughout the corridor. Metro should further determine what other Metro services should operate fare-free during the construction period. Even if motorists utilize park-ride lots in surrounding areas of the 710 corridor to access the Blue Line, they will still be charged a fare when they transfer from the Blue Line to local bus service.

Metro should extend fare-free operation during the I-710 construction period to those Metro local and Rapid bus lines which connect to the Blue Line and in major routes along the 710 corridor.

CCA7.3 Zero/Near Zero Emission Construction Equipment
All construction equipment, engines and vehicles must meet the cleanest standards available. Air quality and related public health impacts from construction of a project of this magnitude are very serious and must be fully mitigated. The Port of Los Angeles or LA Metro clean construction policies should be implemented throughout the duration of this project for all off-road construction equipment, trucks and diesel generators. All other best practices from these model policies must also be implemented, such as special consideration and notification for nearby sensitive sites like schools.

Equipment Requirement
Construction equipment—on-road and off-road—used in its construction activities must be green and less polluting. In addition:

1. Idling should be restricted to a maximum of 5 minutes
2. Construction equipment shall meet the following specifications
    a. Utilize a US EPA Tier 4 off-road engine; or
    b. Utilize a US EPA Tier 3 off-road engine outfitted with a Level 3 diesel emissions control strategy, as defined by California Air Resources Board (CARB) (e.g. a diesel particulate filter),
3. All trucks full and empty or hauling material shall be fully covered to avoid release of dust particles
4. On road-equipment shall meet current EPA on road standards

Generators
Generators shall utilize grid-based electric power where feasible. If the power grid is not accessible, on-site generators must meet a 0.01-gram brake-horsepower-hour standard for PM or be equipped with BACT for PM emissions reductions.

The following Best Management Practices shall be implemented to the maximum extent feasible in addition to the requirements above.

- Maintain equipment according to manufacturers' specifications;
- Minimize all unnecessary idling of construction equipment and on-road heavy-duty trucks;
- Maintain a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors;
- Work with local jurisdictions to improve traffic flow by signal synchronization;
- Configure construction parking to minimize traffic interference;
- Enforce truck parking restrictions, where applicable;

- Prepare haul routes that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas;

- Provide dedicated turn lanes for movement of construction trucks and equipment, on- and off-site;

- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours; and

- Limit traffic speeds on all unpaved roads to 15 mph or less.

Independent Third Party Monitor
Compliance with requirements of this section should be monitored by an Independent Third Party Monitor.[1]

CCA7.4 Comprehensive Pedestrian and Bicycle Safety Element
During construction, pedestrian and bicycle safety must be elevated to a top priority. CALTRANS must develop a plan to secure safe walking conditions to prevent pedestrian and bicycle injuries. There are several objectives that CALTRANS should address to improve pedestrian safety and mobility in and around construction zones, including: reducing the speed of vehicles, reducing pedestrian risks at street crossing locations, providing sidewalks and walkways separate from motor vehicle traffic at all construction zones, and improving awareness of and visibility between vehicles and pedestrians. CALTRANS must consult with local governments to conform with pedestrian and bicycle safety plan, safe routes to schools and local concerns.

CCA7.5 Community Benefits
Construction of the project will cause disruption of local traffic patterns and access to residences and businesses, increased traffic congestion, and increased noise, vibration, dust and air pollution. During the construction of the project there will be negative impact to parks and recreation facilities and limits

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[1] The Independent Third Party Monitor would report to CALTRANS and the CCOG and public. Reports should include, but not be limited to, construction-related equipment, and summary of any reports of violations. Any member of the public may register a complaint with an Independent Third Party Monitor, alleging any entity's noncompliance with requirements of this Agreement, and the Independent Third Party Monitor shall investigate all complaints and determine where there has been a violation. Records or summaries of complaints to the Independent Third Party Monitor, and actions and determinations of it, shall be made available to the public upon request. CALTRANS shall require entities subject to requirements of this Agreement to provide records to the Independent Third Party Monitor sufficient for the Independent Third Party Monitor to determine compliance with requirements of this agreement. CALTRANS shall not select as an Independent Third Party Monitor any person or entity that has a contractual relationship with CALTRANS, Metro or GCCOG. This program should include policies consistent with the enforcement, reporting and definitions within LA Metro's policy.

on pedestrian and bicycle access points to regional and local trails and bikeways (including the Los Angeles River Trail). Construction of the project will, thus clearly affect local environmental justice populations. Due to these impacts on the corridor communities, the following mitigation measures are necessary at minimum for the project to move forward.

Residential and School Noise Mitigation

Funding of Noise Mitigation Program: CALTRANS shall fund its Noise Mitigation Program at least at $10 million per year.

Acceleration of Noise Mitigation Programs: Within eight months of the effective date of the first freeway agreement, CALTRANS will provide a written schedule and work program to achieve completion of a soundproofing program before construction and will take all reasonable steps to timely implement that schedule and work program.

Acceleration of Noise Mitigation of Schools: CALTRANS shall accelerate the program of soundproofing schools within eight months of the effective date of the first freeway agreement; CALTRANS shall conduct a needs assessment for this program. CALTRANS shall provide annual reports on the progress of the program.

Near Freeway Soundproofing: Before construction, CALTRANS shall commence a distance soundproofing program, under which, if any residence on a particular city-block falls within the applicable noise contour for that block, then each residence on that block will be eligible for noise mitigation as described in this Section. Soundproofing under this program shall reduce interior noise at participating residences to an interior level of 30 decibels or less, within habitable rooms.

Residential and School Air Pollution Mitigation

*Funding of Air Pollution Mitigation Program***:** CALTRANS shall fund its Air Pollution Mitigation Program at least at $10 million per year.

Acceleration of Air Pollution Mitigation Programs: Within eight months of the effective date of the first freeway agreement, Caltrans will provide a written schedule and work program to achieve completion of an Indoor Air Filtration program before construction and will take all reasonable steps to timely implement that schedule and work program.

Acceleration of Air Pollution Mitigation of Schools: CALTRANS shall accelerate the program of Air Filtration of school facilities within eight months of the effective date of the first freeway agreement, CALTRANS will ensure soundproofing under this program reduces interior noise in classrooms to an interior level of 35 decibels or less. CALTRANS shall provide annual reports on the progress of the program.

Near Freeway Air Filtration: Before construction, Caltrans shall commence a distance Air Filtration program, under which, if any residence is within 500 meters from the highway or major arterials altered by this project.

Outreach, Communication and Compliance

Community Outreach and Response Program: CALTRANS shall fund its Community Outreach and Response Program at least at $200,000 a year for the life of the projects construction. Community Outreach and Response is a informational, complaint and compliance program which targets the residents of the project study area. The program provides notification to local residents about potential public health risks and nuisances in the corridor as a result of the construction of the project. The Community Outreach and Response Program consultants will act as a liaison between CALTRANS and the community through collaboration to address needs, resource and information related to the projects impacts to the community. The consultants will cooperate and communicate with multiple agencies to ensure community needs are met.

Job training, workforce development and targeted hire

Job Training Program: CALTRANS shall provide $3 million per year for the life of the project construction, to fund job trainings, and for Pre-apprenticeship Programs. Any funds unspent in a particular year shall be rolled over to the subsequent year. At the conclusion of the last year of the project any unused funds shall revert to the job training fund of related to the project job training program.

Work Experience Programs: CALTRANS shall be responsible for the fulfillment of Work Experience Programs, which provide work experience jobs and pay applicable wages. CALTRANS shall, to the extent permissible by law, specifically target opportunities for placement in these work experience programs to Project Impact Area and or Targeted Worker.

Eligibility: Enrollment opportunities in all-job training programs funded primarily by funds distributed under this Section shall be predominantly made available to:

- Low-Income Individuals living in the Study Area for at least one year;
- Special Needs Individuals;
- Low-Income Individuals residing in the Study Area or,
- Targeted Worker

Content of Job Training: Job training programs funded by funds distributed under this Section shall include job readiness programs, skills development, career ladder programs, incumbent worker training, and other, similar programs.

Targeted Workers: Targeting hiring measures are national in scope and will utilize Targeted Workers to meet the hiring goals. Targeted Workers means an individual whose primary place of residence is within an Economically Disadvantaged Area or an Extremely Economically Disadvantaged Area in the United States, or a Disadvantaged Worker.

CALTRANS shall ensure that the following targeted hiring requirements are met for the project, as follows:

- A minimum of 40% of all hours of Project Work shall be performed by Targeted Workers, with priority given to residents of Extremely Economically Disadvantaged Areas. For any hour of Project for which CALTRANS seeks to meet these requirements, CALTRANS must first refer residents of Extremely Economically Disadvantaged Areas. After CALTRANS has exhausted the available pool of residents of Extremely Economically Disadvantaged areas, they may refer any Targeted Workers.

- A minimum of 10% of all hours of Project Work shall be performed by Disadvantaged Workers.

- A minimum of 20% of total work hours on each project will be performed by apprentices. Targeted Workers will perform 50% of all apprenticeship hours worked on a Project.

Health Study

Health Study: Caltrans shall fund a study to measure and investigate upper respiratory system and freeway related health impacts from the 710 due to the projects construction. CALTRANS shall develop a scope of work and objectives for the Health Study. The resulting scope of work and objectives for the Health Study shall be incorporated into the RFP for selection of a contractor to perform the Health Study. Within one year of the effective date of the first freeway agreement, CALTRANS shall proceed with the Health Study.

Review of Protocols and Interim Reporting: CALTRANS shall require that the contractor selected to conduct the Health Study submit proposed protocols to CALTRANS. Within 30 days of receipt of the proposed protocols, CALTRANS shall provide them to the public. CALTRANS shall report semiannually to the public.

Reports: CALTRANS shall require the selected contractor to provide written annual progress reports to CALTRANS. CALTRANS shall promptly forward these reports to the Gateway Cities COG. Within 15 days of completion of the Health Study, CALTRANS shall provide the Health Study to the GC COG and make it available to the public.

Minority business enterprise, women business enterprise and small business utilization and retention program

CALTRANS shall coordinate with relevant business advocacy and assistance organizations to initiate a program to increase participation in the planning, construction, operation and maintenance of the project by Study Area small businesses and minority-owned business enterprises and women-owned business enterprises (MBE/WBE). A goal of this program will be the utilization of MBE/WBE as CALTRANS Contractors in these areas, by CALTRANS in

planning, design, financing, construction and all other projects of the construction of the Project. This program shall include:

- Targeted outreach within the project to small businesses, Project Study Area disadvantaged businesses, and relevant business organizations in pre-bid conferences;
- Inclusion of small businesses, Project Study Area disadvantaged businesses, and relevant business organizations in pre-bid conferences;
- “Meet the General Contractor” meetings for small businesses and disadvantaged businesses;
- Unbundling of construction projects into bid sizes that will allow small businesses level competition, without restricting the project timelines;
- Assistance with access to bonding, insurance, procurement and other types of capacity-related assistance where necessary.

CALTRANS will ensure that there is no discrimination against small businesses and disadvantaged businesses in selection of businesses to operate, locate a franchise, or provide services On-Site.

CALTRANS, in coordination with relevant small business assistance/finance organizations, shall assist to identify and/or develop a low-interest working capital revolving loan program to assist small businesses and disadvantaged businesses seeking to perform work related to the project.

<u>Miscellaneous</u>
Implementation Meetings: To facilitate implementation of this Agreement, address concerns, and ensure an ongoing dialogue between CALTRANS and interested parties shall have regular Implementation Meetings. During the first twelve months after the effective date of this Agreement, implementation meetings shall be held on a monthly basis. After that time period, implementation meetings shall be held every other month. CALTRANS shall ensure that at least one deputy executive director and one other management-level CALTRANS staff member attend each implementation meeting. At implementation meetings either the interested parties or CALTRANS may raise any issue regarding implementation of this Agreement for discussion. These meetings shall provide an opportunity for the interested parties to voice concerns about CALTRANS activities related to this Agreement.

City of Long Beach Memorandum
Working Together to Serve

REQUEST TO ADD AGENDA ITEM

Date: October 4, 2013

To: Larry Herrera, City Clerk

From: Councilmember Steven Neal, Ninth District

Subject: Request to Add Agenda Item to Council Agenda of ***October 8, 2013***

Pursuant to Municipal Code Section 2.03.070 [B], the City Councilmembers signing below request that the attached agenda item (due in the City Clerk Department by Friday, 12:00 Noon) be placed on the City Council agenda under New Business via the supplemental agenda.

The agenda title/recommendation for this item reads as follows:

I710 Corridor Project Community Alternative 7 Resolution

Council District	Authorizing Councilmember	Signed by
9	Steven Neal	
4	Patrick O'Donnell	
8	Al Austin	

Attachment: Transmittal page dated October 8, 2013