



## LOS ANGELES, CALIFORNIA – FEBRUARY 13, 2002

- Coordinate the I-10 study with other national and local projects, including the Alameda Corridor study.
- California is unique in the number of residential properties adjacent to freeways, highways and interstates. The San Gabriel Valley is especially unique. There needs to be a focus on community impacts and local residents and local involvement to protect communities along I-10. Pollution caused by trucks and diesel fuel impacts communities along the San Gabriel Valley corridor. Safety for motorists and truck drivers should be considered. Examine truck routes in comparison to residential communities located along I-10, including the Boyle Heights area.
- Rail is an economical alternative transportation source that should be included in this study. Encourage expansion of rail corridors parallel to I-10.
- Analyze mode share/intermodal aspects and concept of “inland ports.”
- Studying the effects of green technology and diesel engines will improve the environment.
- Questions asked include:

**Q:** Will this study include a review of air cargo, import and export to Mexico, and rail?

**A:** *Key issues from these meetings to be incorporated into the study.*

**Q:** Truck lanes are operational at the Port of Long Beach. Will there be new facilities developed or a conversion of lanes?

**A:** *There could be both, depending on what is analyzed as a part of this study.*

**Q:** There is much similarity between I-10 and Route 60 in terms of the growing number of trucks. Will the study review the possibility of a truck lane?

**A:** *The study will review funding for an exclusive truck lane and consider SR 60 study in the analysis.*

**Q:** In the slide presentation, the term “freight village” was used. Please elaborate on that topic?

**A:** *Freight village is the concept of putting things together, investing in freight, i.e., inland ports in urban areas, where you try to create industrial uses.*

**Q:** What is the background of the firm Wilbur Smith and Associates who is leading this study?

**A:** *Arno Hart is an economist by training and serves as the director of freight planning for Wilbur Smith and Associates, a transportation consulting firm.*

**Q:** Will other states besides California be included in the study?

**A:** *All the states along the I-10 corridor, California to Florida, are participating in the study with Texas as the lead contracting state.*

**Q:** Who is funding the study?

**A:** *The study is presently funded by the eight states along I-10. The Texas DOT is the contract manager.*

**Q:** What are the next steps in the study?

**A:** *Interim reports will be drafted at the conclusion of the workshops. We will determine possible solutions toward August with final recommendations in early 2003.*

**Q:** When there will be other stakeholder meetings and further information available?

**A:** *This is the only local stakeholder meeting that will be held. There may be a summit in the future. Interim reports will be produced and reviewed by the project team, solutions will be presented towards August, and final recommendations will be developed in early 2003.*

**Q:** How do we get through political hurdles and facilitate the funding necessary for the study?

**A:** *Focusing on the local areas could help overcome the political hurdles. Funding could begin at the federal level.*

- Written comments received included the following:
  1. Parallel rail corridors should be encouraged to add capacity and shift freight movements to this mode.
  2. The Boyles Heights area is negatively impacted by I-10 traffic.
  3. Increasing truck routes through communities is undesirable.
  4. Funding is a key issue that needs to be addressed.

## **SAN BERNARDINO, CALIFORNIA – FEBRUARY 19, 2002**

- The safety of local communities, motorists and truck drivers needs to be included in the study. Mexico border traffic adds to congestion and needs to be considered in this study.
- Other nodes and corridors, such as the Alameda corridor, should be included in this study.
- Multimodal freight is economical. Certain shipments need to be moved by rail, but rail will cause delays in traffic flow at railway crossings.
- There are a lack of rest areas and parking spaces along I-10. The city of Claremont does not allow overnight truck parking, which limits rest areas.
- Suggested improvements include:
  1. New interchange between Hunts Ave. and Grove St. to reduce the hazard of trucks and vehicles competing for lane access
  2. Improvement of the 40-mile stretch of I-10 through Yucaipa to reduce congestion
  3. Truck-only lanes
  4. Rest areas and overnight parking areas along I-10
- Questions asked include:

**Q:** Will creating exclusive truck lanes to alleviate traffic be included in the study?

**A:** *The study will try to research funding for creating exclusive truck lanes.*

**Q:** Will the study include industrial and distribution areas?

**A:** *The primary areas affected trucks will be included.*

**Q:** Since I-10 and State Route 60 are similar alternate routes, will their similarities be incorporated into the study?

**A:** *State Route 60 and I-10 are very similar in freight movement. The project team will definitely consider SR 60 in the process.*

**Q:** Communities play a vital role and provide many perspectives. Will their perspectives be incorporated into the study?

**A:** *Most definitely. The project team encourages as many suggestions and opinions to be included into the study. Reviewing the different comments will enable the project team members to understand regional and local issues.*

**Q:** Will the study focus on the environment and the effects on local communities?

**A:** *The project team understands that there is a concern for the environment among many in California, so we will include those issues as possible in the study.*

**Q:** At which level is the study being funded?

**A:** *The study is being funded at the state level by the eight states along I-10.*

- A number of written comments were received including:
  1. Transport of freight via rail to San Bernardino will greatly increase traffic congestion within communities because of rail crossings
  2. Funding for rail bridges and/or underpasses should be sought
  3. The need for a connection from Calexico commercial port entry to I-10
  4. The need to consider long distance commuters using I-10 in this study
  5. The need to implement requirements for higher standards for truck engines and brakes
  6. The need for this study to include private freight movement and its impact on agriculture.