

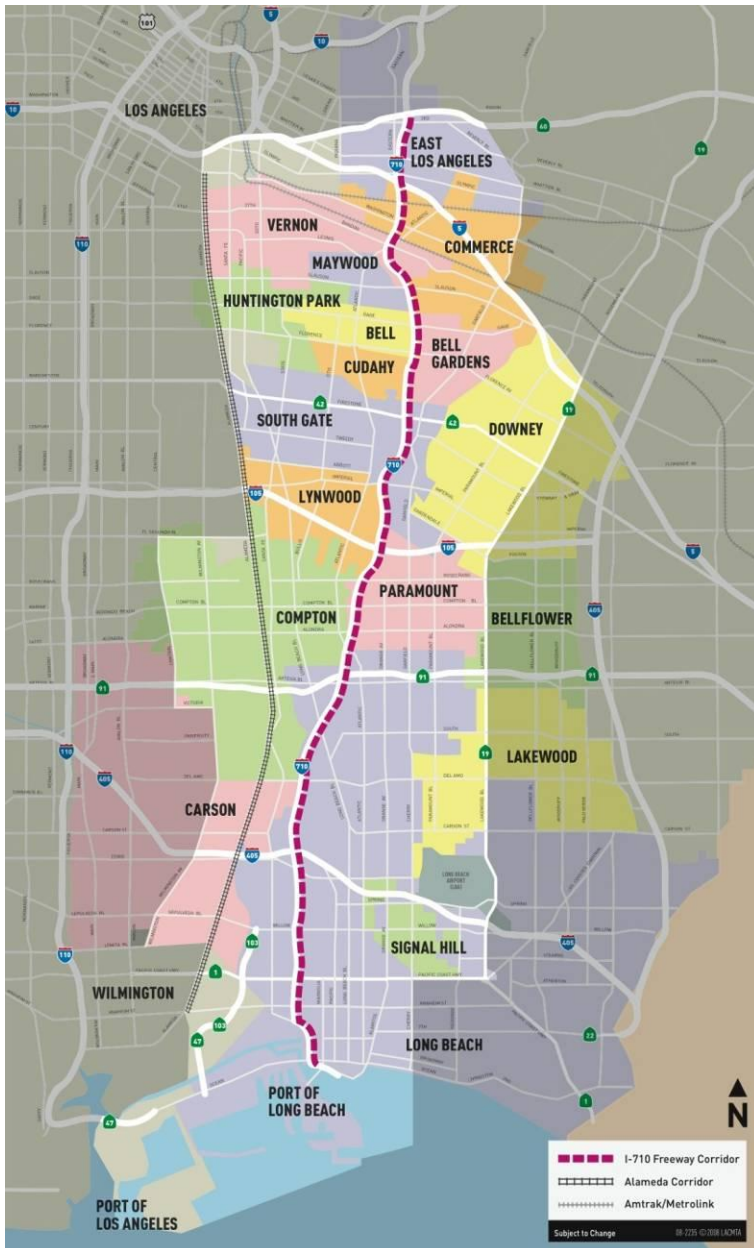


Interstate 710 Corridor Expansion Project

10-22-12

710 Corridor

- 18 miles of freeway:
 - Freeway widening to 10 lanes
 - Construction of 4-lane
- From the Ports of LA and Long Beach to the railyards in Commerce/ East Los Angeles
- Circulate Draft EIR/EIS in Spring 2012
- Environmental complete in Spring 2013
- Measure R: \$590 Million



Air Quality, Asthma and Other Respiratory Diseases

Air quality and respiratory diseases such as asthma have been found to be associated with poor air quality (Chen 2011[104]; Peters et al. 2004[361]; Weinmayr et al. 2010[478]). By age 18, children exposed to higher levels of PM2.5, NOX, and elemental carbon (Especially diesel) are five times more likely (7.9% vs. 1.6%) to have underdeveloped lungs (80% of normal) compared to teenagers living in communities with lower pollutant levels (CARB 2006b[86]).

Evidence specific to the Southern California region includes the following:

A recent study by Perez, et al. (2009[360]) examined goods movement and local burden of childhood asthma in Southern California. They found that approximately 9% of all childhood asthma cases in Long Beach and 6% in Riverside were attributed to traffic proximity, on the accepted assumption that living within proximity to busy roads induces new-onset asthma.

Thus, the researchers concluded that heavy traffic corridors in this area are responsible for a large preventable burden of childhood asthma (Perez et al. 2009[360]).

Using data from the Los Angeles Children's Health Survey, McConnell et al. (1999[310]) found that an increase of 20 parts per billion of average ozone levels was associated with an 83% increase in school absences resulting from acute respiratory illness (McConnell et al. 1999[310])

Asthma prevalence is on the rise nationally as well as in the Los Angeles/Long Beach area, where heavy traffic corridors have been cited as responsible for 9% of all asthma cases in Long Beach alone. In Los Angeles the rate of asthma for children is 14% and in Long Beach an alarming 21%. High rates of asthma in the Los Angeles area are commonly attributed to the large amount of goods movement-related activities that dominate the region.

Findings from the seminal 2007 Children's Health Study found children living in close proximity to areas with high traffic developed significant and permanent impairments in lung development placing them at high risk of developing respiratory problems. More recent research points to a strong association between exposure to traffic-related pollutants and asthma onset. Gehring et al (2010) found the likelihood of developing asthma before the age of 8 increased by as much as 25% in children exposed to higher levels of particulate matter, nitrogen oxide and soot at their homes.

In a recent State of the Air report from the American Lung Association, Los Angeles county (including Long Beach) is ranked first on a list of 25 of the most polluted counties in the nation for high levels of ozone and second highest for levels for year-round particle pollution PM 2.5.

The burden of asthma disproportionately falls on low-income and minority children. For example, the rate of asthma is 60% higher for African American children compared to non- Hispanic white children and 60% of children with asthma have family incomes below 200% of the federal poverty level .

Specific in Long Beach

- 21% of children in Long Beach have asthma
- Hospitalizations due to asthma in LB 132.6 vs. CA 102.5 per 10,000 for those under 18
- Asthma was identified by nurses in the Long Beach Unified School District as the leading cause of missed school days.

SES

Table 5-4. Measures of Socioeconomic Status (SES) ¹

Indicator	LA County	I-710 Corridor Project Study Area
Poverty Rate (per 1,000 population)	154.43	207.20
Median Household income	\$60,073	\$44,189
Unemployment	5.05%	6.73%
Source: U.S. Census Bureau 2010 ^[454] .		

Summary of Demographic Data

The demographics of the study area can be briefly summarized as follows:

Residents living within 1 mile of the I-710 are slightly younger than residents of the county overall.

There is a significantly higher percentage of Latino/Hispanic residents within 1 mile of the I-710 than in the county overall. Concentrations of Hispanic and Caucasian residents increase in the northern portion of the study area, while the concentrations of African American, Asian, and Pacific Islander residents decrease in this direction.

The census tracts in the central portion of the study area tend to have higher proportions of residents who have a high school diploma or some college experience, but not a 4-year degree. The highest concentration of college graduates is in Downtown Long Beach. Education levels on average are lower on the west side of the freeway compared to the east side.

Measures of poverty, median household income, and unemployment—indicate that the study area has lower Socioeconomic status (SES) than the county. SES varies throughout the study area, but portions of the study area that generally fall within lower extremes of SES are Downtown Long Beach and East Los Angeles, while portions that are at the higher end of SES are Mid-Long Beach (adjacent to the freeway), Compton, Downey, and Monterey Park.

Residential and commercial property parcels are assessed at significantly lower average values in the study area compared to the county.

The rate of ER visits among the population living within 1 mile of the I-710 is higher than that in the county. Rates of ER visits among the population living within 1 mile of the I-710 on the downwind (east) side are higher than for residents living within 1 mile on the upwind (west) side of the I-710.

Community Alternative 7



NO I-710 Widening



Comprehensive Public Transit Element



**Committed Zero Emission
Freight Corridor**



**Public Private Partnership
Employer Operated Freight System**



River Improvements



Comprehensive Pedestrian and Bicycle Element



Community Benefits

Expanded Open Space and other Community Enhancements

Construction Community Alternative 7



Allocated Fund set up for Community Mitigations, Benefits, and Safety During all Phases of Construction



Free Public Transit in Study Area During all Phases of Construction



Zero/Near Zero Emission Construction Equipment



Comprehensive Pedestrian and Bicycle Safety Element

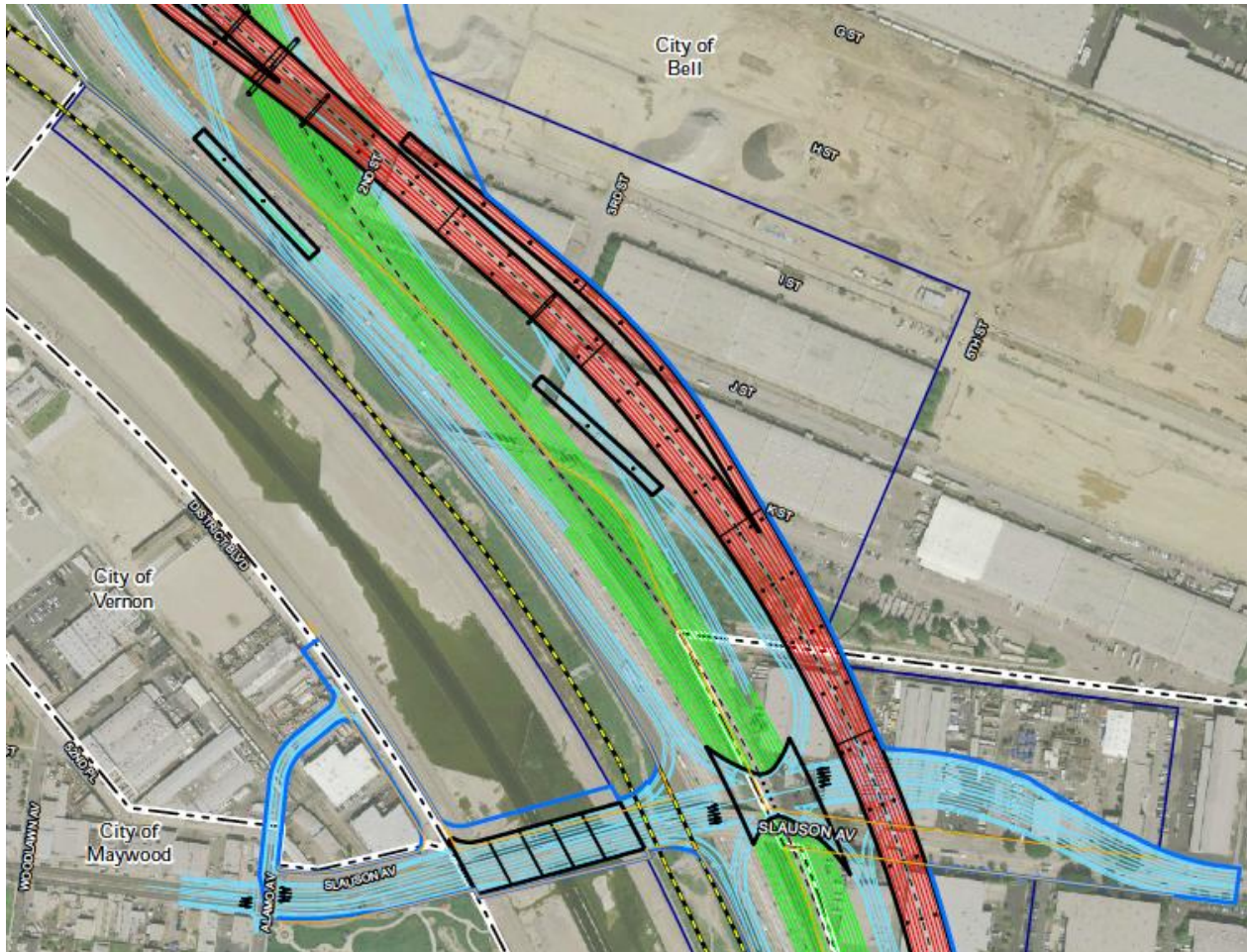


Community Benefits

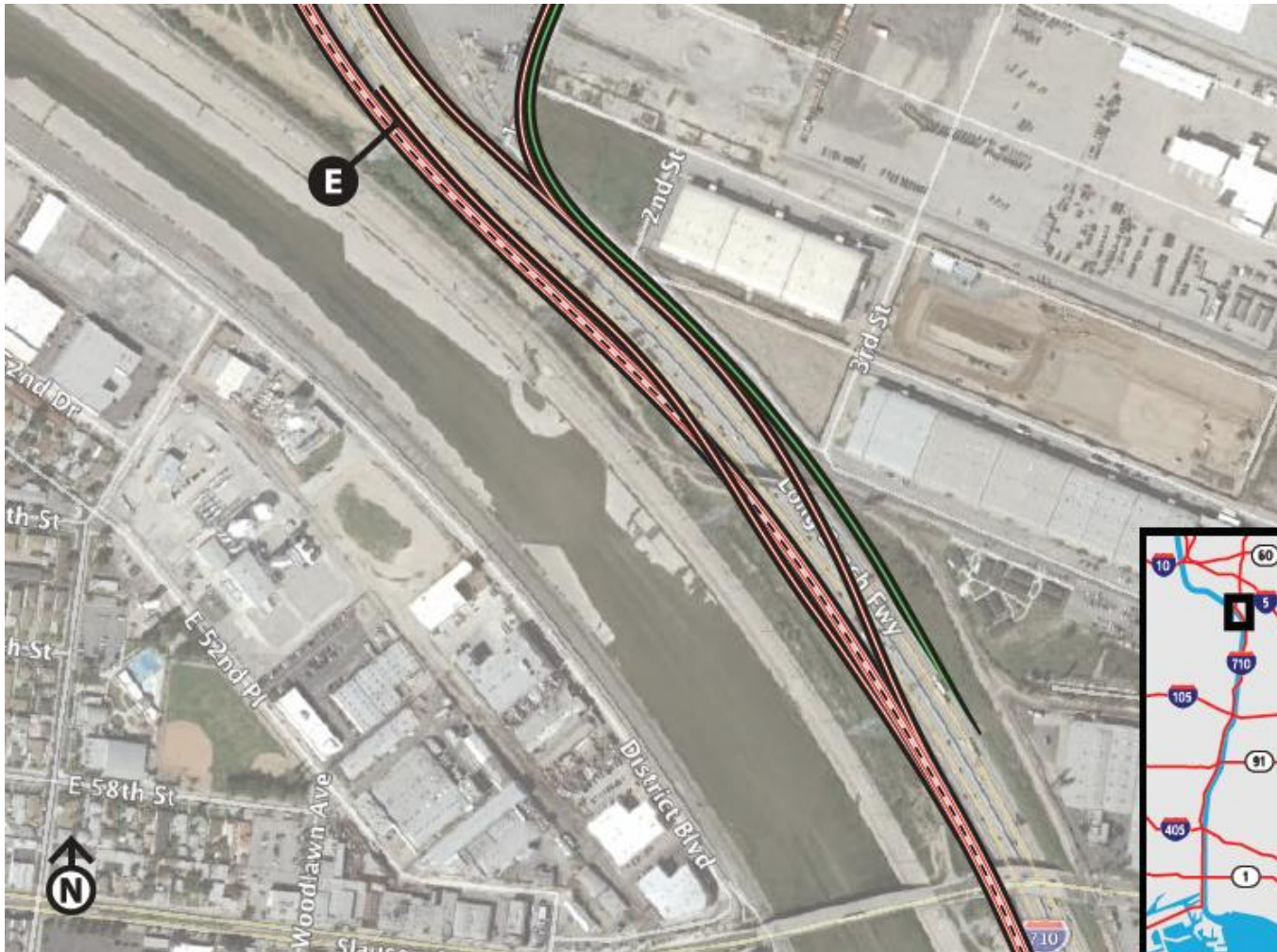
Local Hire, Environmental Mitigation and other Community Benefits

No Widening

Below is widening



No Widening



Public Transit



Committed Zero Emission Freight Corridor



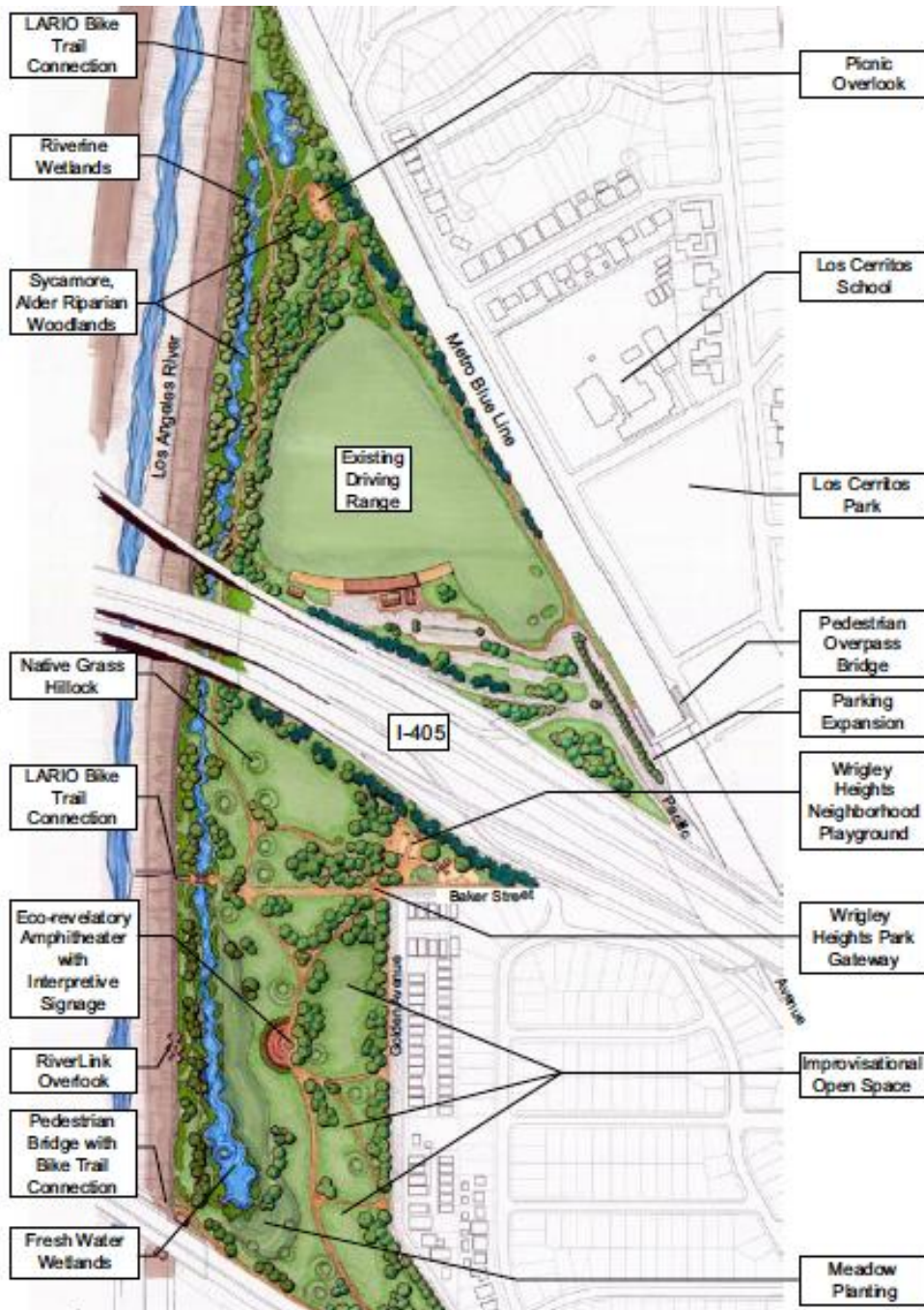
Pedestrian & Bicycle Plan



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



*Bike/Ped paths can safely
coexist alongside rail*



River Improvements

Zero/Near Zero Emission Construction Equipment



Local Hire

