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October 26, 2018

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: RICHARD F. CLARKE *RFC*
CHIEF PROGRAM MANAGEMENT OFFICER

SUBJECT: UPDATE ON I-710 SOUTH CORRIDOR PROJECT
COMMUNITY PARTICIPATION STRUCTURE

ISSUE

At the March 1, 2018 meeting, the Board selected Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 South Corridor Project (The Project). The Board also approved Motion 5.2 (Attachment A) directing staff to work with the Gateway Cities Council of Governments (Gateway COG) to assess the effectiveness of and recommend potential improvements to the community participation structure that was established for the environmental phase of the Project.

DISCUSSION

In Fall 2006, Metro entered into a Memorandum of Understanding (MOU) for the I-710 EIR/EIS with the Gateway COG, Caltrans, and the Southern California Association of Governments (SCAG), to define the path forward for the environmental study process. This MOU included the implementation of the I-710 Project Governance Structure and Community Participation Structure. The current Community Participation Structure is shown in Attachment B.

This structure was deemed necessary to engage and inform key stakeholders and interested parties from various sectors of the communities along the I-710 Corridor. However, the need for maintaining this organization has diminished now due to the completion of environmental study process.

Since March 2018, Metro staff has worked collaboratively with the Gateway COG Executive Director to evaluate the existing Community Participation Structure and develop a revised structure that better meets the current and future needs of the Project as we move toward releasing the Final EIR/EIS and initiating the Early Action Program. Given that the Board already adopted the LPA, and that the development of the Early Action Program is to be guided by criteria set by the Board's motion, Metro and Gateway COG staff have identified a simpler community participation structure with a focus on the I-710 Technical Advisory Committee (TAC) as the main entity to receive input from the Corridor cities and the public. Close coordination with the I-710 corridor cities represented by TAC members will assist with project implementation. The Updated I-710 South Corridor Community Participation Structure (Attachment C) represents a streamlined approach to community engagement that provides corridor cities with the flexibility to conduct their respective Local Advisory Committee (LAC) meetings when and how they see fit and creates an informational loop between the City Councils along the corridor and the TAC. A new Advisory Committee on Health and Livability will be created and managed by the Gateway COG to directly coordinate with the agency or agencies (TBD) administering the proposed Community Health Benefit Program. Additional informational loops will also be created between this new committee and the City Councils and LACs.

NEXT STEPS

Staff will update project information, including the new Community Participation Structure and project timeline, on the I-710 South website at www.metro.net/710. Official letters will be distributed to current members of the Project Committee, Technical Advisory Committee, Corridor Advisory Committee and Local Advisory Committees updating them on the new Community Participation Structure and the ways in which they can continue their involvement in this Project. A bilingual project newsletter will be distributed to interested stakeholders along the corridor to provide updated project information and encourage their continued participation.

The Final EIR/EIS is expected to be completed by early 2019. Staff's recommendations on the order of implementation of Early Action Projects will be provided to the I-710 Technical Advisory Committee for review and comment. The final Early Action Program list, including schedules and cost, will be presented to the Metro Board upon final approval by the Gateway COG.

ATTACHMENTS

Attachment A – Motion 5.2 (March 1, 2018)
Attachment B – Original Community Participation Structure
Attachment C – Updated I-710 South Corridor Community Participation Structure

MOTION BY DIRECTOR SOLIS, GARCIA, RIDLEY-THOMAS, BUTTS,

Metro Board Meeting
Thursday, March 01, 2018

Re: Item 5.2 – I-710 South Corridor Project

Local communities along the I-710 freeway are plagued with life-threatening health ailments resulting from traffic-related pollution in the corridor. As such, communities have been united and explicitly clear that existing conditions are simply unacceptable and they demand and deserve relief. Nevertheless, gaining consensus on a Locally Preferred Alternative for the I-710 South Corridor Project has been incredibly challenging due to limited right of way, public health concerns and sensitivities surrounding environmental and social justice issues.

After years of vigorous scientific environmental impact analysis, multiple engineering design variations, extensive community outreach, and thoroughly exploring all feasible alternatives, Metro staff has concluded that Alternative 5C is the most viable and cost-effective solution to maximize regional benefits related to safety, mobility, health and the environment while minimizing impacts to local communities. However, the air quality benefits proposed by Alt. 5C are largely contingent on substantial funding becoming available to deploy near-zero and zero-emission trucks to reduce pollutants such as diesel particulate matter, nitrogen oxide, carbon dioxide and others. Moreover, the regional mobility benefits rely on the assumption that passenger vehicle trips are transferred to the mainline freeway versus utilizing local arterials and residential streets, which helps alleviate “cut-through traffic” in surrounding communities. Unless these assumptions materialize the primary goals of this project may not come to fruition. It may be prudent to take a more modest approach to improving the I-710 South corridor.

An Alt. 5C Early Action Program presents an opportunity to utilize programmed funding to sequence and complete smaller scale projects over the next decade and realize incremental benefits as soon as possible.

Any deviation from implementing viable and reasonable solutions as soon as possible will only prolong the necessary relief and further place these communities at risk.

I. I THEREFORE MOVE that the Board adopt Alternative 5C as the Locally Preferred Alternative for the I-710 South Corridor Project FEIR/FEIS (inclusive of Motion 22.1 from October 2015) and expedite the delivery of an Early Action Program (EAP) that emphasizes the following:

- A. Projects that deliver the most immediate and significant benefits related to safety, mobility and air quality;
- B. Projects that can be implemented with minimal or no displacement of residences, businesses, and sensitive land uses;
- C. Developing a local/targeted hiring policy that is applicable to any and all eligible funding sources;
- D. Conduct an operational performance analysis upon completion of the Early Action Program utilizing the most current State and local evaluation measures and standards to re-evaluate and re-validate the remaining elements of Alternative 5C, especially identifying opportunities to further reduce property impacts;
- E. Return to the board upon completion of the aforementioned directive to seek further consideration and authorization related to implementing the balance of improvements in Alternative 5C.

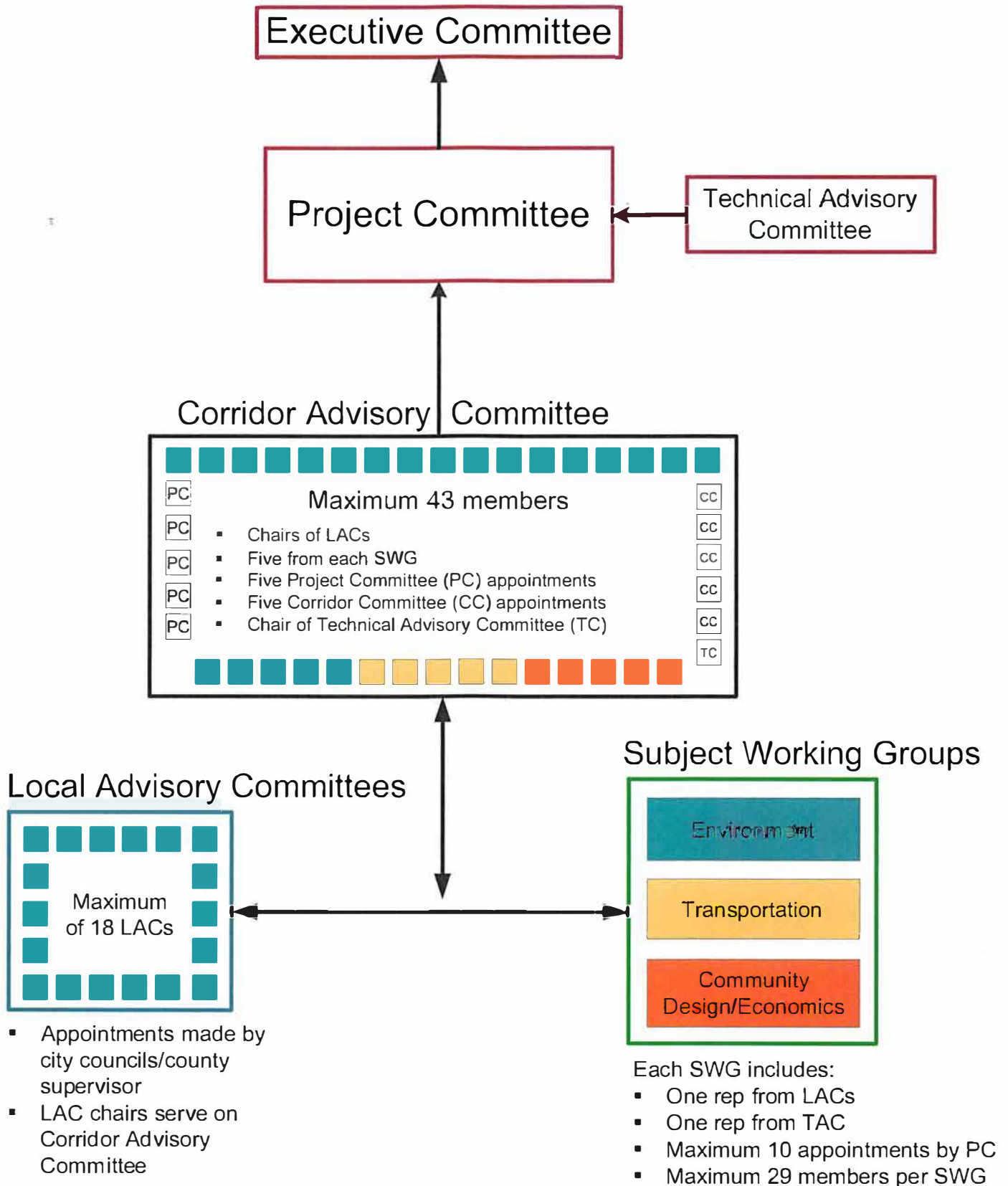
II. I FURTHER MOVE that the Board direct the CEO to establish a working group with the freight industry, air quality regulators, transportation and metropolitan planning agencies, the Gateway Council of Governments and other relevant stakeholders to explore the lead authorities, financial impact and other implementation factors related to:

- A. Develop a strategic plan that is consistent with the South Coast Air Quality Management Plans, which expedites the transition from diesel freight trucks to near-zero emission vehicles as soon as possible and outlines a transition to zero-emission vehicles as the cleanest, most reliable technology becomes available;
- B. Host an industry forum aimed at stimulating and accelerating the deployment of cleaner freight truck alternatives. The forum shall include, but not be limited to topics such as funding and financing, public-private partnerships, new technologies, on- and off-dock rail support facilities, best practices research and development, demonstration programs, creative purchase/lease incentive programs, etc.;
- C. Develop and evaluate multiple scenarios for a comprehensive congestion demand management program, to be evaluated independently, that focuses on separating freight and non-freight vehicles (i.e. dedicated toll lanes) within the existing rights of way on freeways facilities throughout Los Angeles County with priority on Near-Zero and Zero-Emission vehicles;
- D. Develop an overarching transportation demand management (TDM) strategy consistent with the larger, previously approved TDM strategy development process that will minimize the impact of goods movements and people in the surrounding communities along the I-710 corridor.

III. I FURTHER MOVE that the CEO works with the Gateway Cities Council of Governments to assess the effectiveness and recommend potential improvements to the community participation structure that was established for the environmental review period. Report back to the board in 120 days.

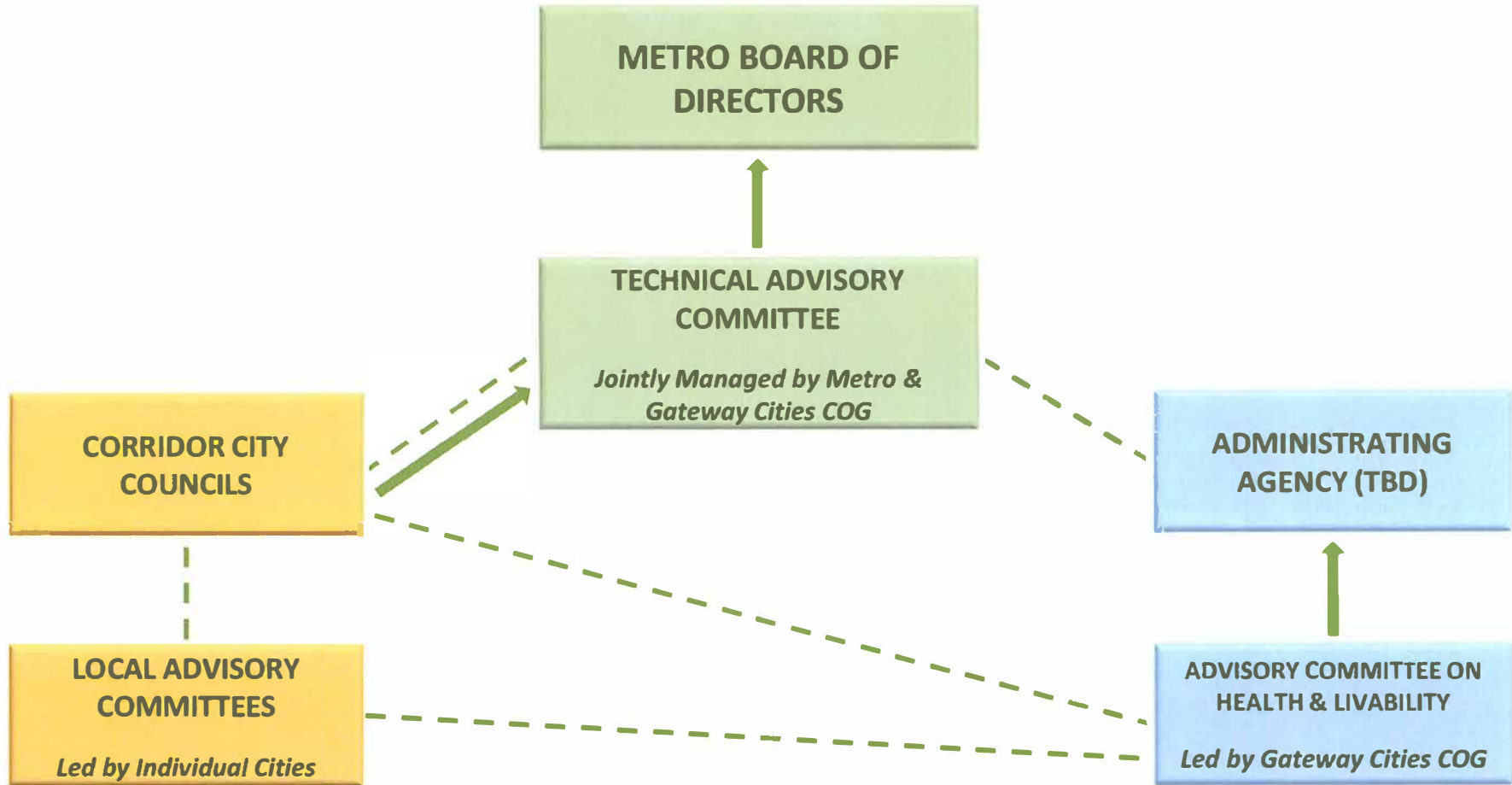
IV. I FURTHER MOVE that, as part of its NextGen Bus Study, Metro evaluate the feasibility of implementing high-frequency bus service in accordance with Motion 22.1 (October 2015).

Community Participation Framework for the I-710 EIR/EIS



Attachment C

Updated I-710 South Corridor Community Participation Structure



Legend:
- - - Information Sharing
→ Submit Recommendations

October 2018