

I-710 EIR/EIS Status Report

On January 27, 2005, the LACMTA Board approved a motion regarding the I-710 Major Corridor Study that directed the CEO to work with the appropriate governmental and non-governmental agencies to complete the following items:

- (1) Create a multi-jurisdictional entity to coordinate the appropriate aspects of the project;
- (2) Identify a funding plan with funding sources from multiple partners from the EIR/EIS;
- (3) Identify strategies for achieving near-term improvements to the Corridor's air quality and that the strategies be identified prior to initiation of the EIR/EIS request for proposals.
- (4) Report back to the Board with the results of the East Los Angeles Mini-Study and that the results are incorporated into the Locally Preferred Strategy prior to initiating scoping for the EIR/EIS.

Per your request, this memorandum provides a status report on the above four items.

1. Governance Structure

The I-710 Program Governance Structure has been developed in close coordination with the Major Corridor Study (MCS) funding partners: Caltrans, the Gateway Cities Council of Governments, SCAG, and Metro staff. It is organized around a framework consisting of (i) program and project committees responsible for coordinating and guiding I-710 Corridor improvements, (ii) community input and public participation, and (iii) a specialized goods movement strategy advisory group. (Attachment A)

The basic responsibility of the I-710 Program Steering Committee is to provide overall direction and policy guidance to the I-710 Corridor improvement project. This charge not only includes the EIR/EIS but also other issues that are critical to the improvement of the I-710 Freeway Corridor.

The I-710 EIR/EIS Project Advisory Committee composition is essentially the same as the former I-710 Oversight Policy Committee and represents all of the cities and unincorporated areas of the corridor. The Project Advisory Committee will work in close coordination with the I-710 Technical Advisory Committee to provide policy assistance, guidance and direction to the EIR/EIS.

Recognizing the essential need for Community Involvement and Public Participation, the Program Governance Structure ensures that the most directly affected communities continue to be active project participants. Building on the highly regarded community outreach model developed for the I-710 MCS, it is our intent that the Program Steering and Project Committees will establish community participation committees to address both the diversity of interests and common goals represented in the I-710 Corridor. These

committees will serve as the primary vehicles for vital community input to the environmental phase of the I-710 Corridor improvement program. An important aspect of this process is that the local communities will have a prominent role in the environmental scoping process for the EIR/EIS. In previous actions both the LACMTA Board and the I-710 Oversight Policy Committee have required that the local communities' recommendations arising from the development of the locally preferred strategy be used as pre-scoping guidance for any EIR/EIS that results from the MCS. Upon completion of these four action items and convening of the Steering and Advisory Committees, the community will be engaged/consulted in discussions about the details of the community participation structure.

The governance structure also identifies another group: Goods Movement Strategy Advisory Group. This ad hoc resource group will be made available to the Steering Committee for guidance and support on legislative, regulatory, funding and other specialized issues. Membership may include state and federal legislators, air quality experts, rail, trucking, shipping interests, environmental experts, and community stakeholders, etc. Composition of the Advisory Group is structured to provide the flexibility to garner the required expertise and support that will vary depending upon the issue(s) being addressed.

2. Funding Plan

Metro staff, with the help of multi-jurisdictional agencies, has developed a funding plan consisting of multiple partners that will cover the estimated \$30 million cost of the expected 3 year EIR/EIS and related studies. These partners have been identified and contacted. They include Metro, Caltrans, the Gateway Cities Council of Governments, SCAG, I-5 Joint Powers Authority (JPA), and the Ports of Long Beach and Los Angeles.

3. Near Term Air Quality Strategies

Currently, the project staff has been accumulating information to identify strategies for achieving near term improvements to the Corridor's air quality. To assess the scope and breadth of air quality improvement opportunities, the project staff will meet with those agencies that have been involved in the development of air quality strategies that impact the Corridor's air quality. These agencies include SCAQMD, the Ports of Long Beach and Los Angeles, SCAG, Gateway Cities Council of Governments, Caltrans and LACMTA. The purpose of this collaboration is to assemble a compendium of near term strategies. The starting point for this effort will be the air quality reduction measures identified by the Ports of Los Angeles and Long Beach (e.g. No Net Increase and Green Port Policy measures) which identify many near term air quality strategies that are relevant to the compendium staff is currently developing. Once this list is completed, it will be presented to the I-710 Program Steering Committee for their review and action.

4. I/5/I-710 Mini-Study

The purpose of the mini-study is to address specific freeway design issues raised by the East Los Angeles and the City of Commerce Tier 1 Community Advisory Committees (CAC's). The I-5/I-710 mini study is a collaborative effort between LACMTA and the I-5 JPA. A draft report was completed in September 2005 and is currently being reviewed by East Los Angeles and the City of Commerce. Once comments are received and incorporated, the report will be ready for sequential reviews by the Tier 2 CAC, I-710 Technical Advisory Committee, and the I-710 Oversight Policy Committee. The LACMTA Board is expected to incorporate the study findings into the Locally Preferred Strategy sometime in early 2006.

ATTACHMENT A

Proposed I-710 Program Governance Structure

Metro Board

