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Southeast Los Angeles County, CA Community Participation Framework for Freight Projects

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Gateway Cities Council of Governments

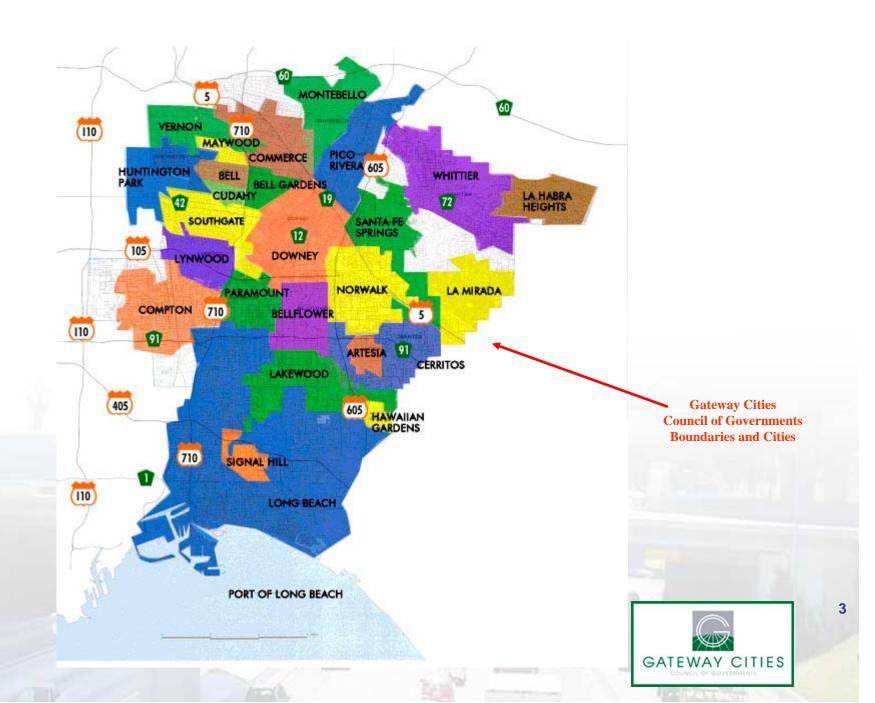
(Represents the Communities of Southeast Los Angeles, County, California)

- Who We Are -

 Gateway Cities Council of Governments (GCCOG) is a sub-regional agency of Southeast Los Angeles County, CA. It represents 27 cities, unincorporated portions of Los Angeles County and the Port of Long Beach (2.2 million residents)

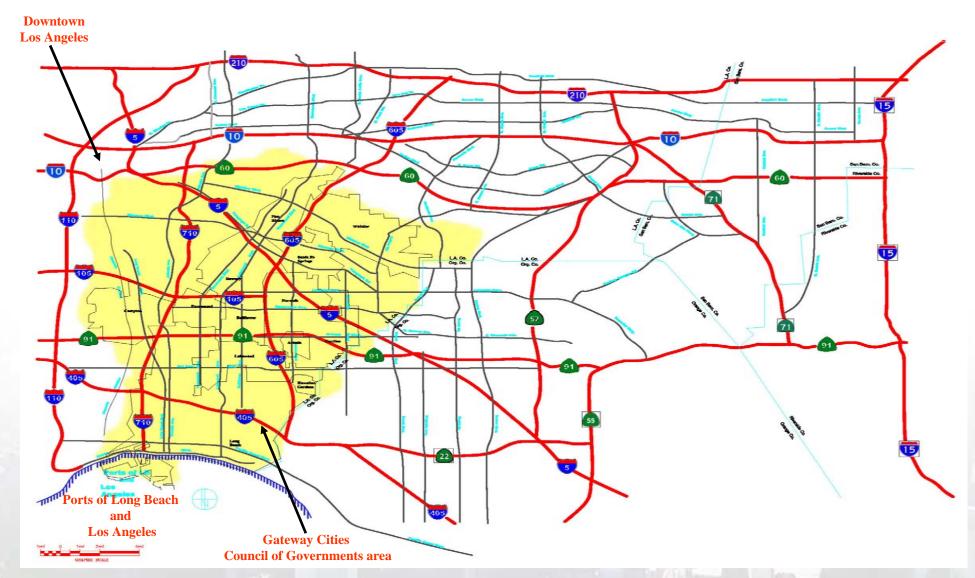






Southeast Los Angeles County, CA Community Participation Framework For Freight Projects





Southeast and East Los Angeles County California area





Gateway Cities Council of Governments Has Numerous Goods Movement Issues because of the following:

- Southern Border of GCCOG area is bordered by the Ports of Long Beach and Los Angeles
 - 5th largest port complex in world
 - Largest port complex in United States
 - About 40% of imports enter U.S. through these two ports
 - Two ports could reach their maximum number of 43M Twenty Forty Equivalent (TEU) containers by 2030-2035 (currently about 12-13 M TEU's)
- Logistics industry that services the two ports has significant impacts to communities in the GCCOG area, including future estimates of:
 - 150 freight trains per day in the future (about 40 to 50 per day currently)
 - Need for additional rail yards (on-dock, near-dock and off-dock)
 - Future Truck daily truck volumes that could be as high as 80,000 to 95,000 (currently about 25,000 per day)
 - Need for an additional, estimated approximately 3.0 billion square feet of warehouses and distribution centers.
 - I-710 freeway is the main freeway on serving the ports. It has the highest truck-related accident rates in the state (maybe in the country)
 - There are no permanent, operating truck inspection facilities in the GCCOG area.





What are the Gateway Cities Council of Governments Goods Movement Impacts and Needs?

Railroad System

- Grade Separate numerous existing at grade crossings
- Large areas needed for additional rail yards (plus warehouses and distribution centers too)
- Significant mainline track additions

Freeways

- Major freeway improvements (modernize and expansions) for all the freeways in the GCCOG area.
- A separate freight corridor is needed (at request of local communities) to separate passenger vehicles and trucks to greatest extent possible

Environmental

- Adverse air quality has resulted from port and logistic operations (especially diesel emissions)
- Improving air quality is number on issue for GCCOG communities.
- ☐ For the GCCOG, Landside transportation improvements have to improve the "quality of life" of our communities.





What are the Landside Goods Movement Projects Being Addressed in GCCOG?

1. Freeways

- I-5 being widened and further studies being prepared
- I-710
 - Approved major corridor study in 2005
 - > EIR/EIS underway (to be completed in 2011)
- Remaining Freeways (SR-91,I-405,I-605 and I-105 freeways) being analyzed in a Feasibility Analysis.

2. Railroad System

- Ports and Railroad Companies developing projects for additional rail yards.
- Additional track capacity is planned throughout Southern California.
- Improvements to equipment and operations are planned to reduce emissions.
- Numerous grade separation projects throughout Southern California are planned, being designed an/or under way.

3. Air Quality

- Ports Have developed and adopted a Clean Air Action Plan.
- Railroads Railroad companies are making changes to operations and equipment to reduce emissions
- I-710 EIR/EIS includes an extensive Air Quality/Health Risk Assessment Study (first of its kind in California)
- GCCOG is preparing a sub-regional Air Quality Action Plan.
- Many other air quality improvement projects/programs in GCCOG area.
- Number One Transportation Issue in GCCOG is addressing and improving air quality





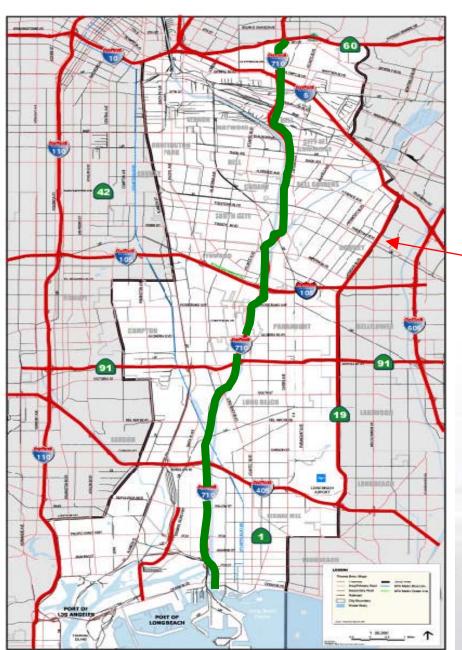
Gateway Cities Council of Governments Identified the Number one Goods Movement Highway Project: "To improve the I-710 Freeway"

- I-710 Freeway
 - Main Freeway serving the two ports
 - 50-60 years old with antiquated and inadequate design.
 - High concentration of trucks.
 - Highest truck-related accident rates in California
- Started planning in 1999
- Completed Major Corridor Study in 2005
- Began EIR/EIS in Feb., 2008

□ GCCOG communities are significantly impacted by goods movement, so what has been and is the role of communities in this process to improve the I-710 Freeway?

Southeast Los Angeles County, CA Community Participation Framework For Freight Projects





I-710 FreewayCorridor ProjectEIR/EIS Study area











Community Participation Process Chronology for I-710 "THREE STEPS TO A NEW PROCESS"

STEP 1. Initial Major Corridor Study Preparation – 2001-2003

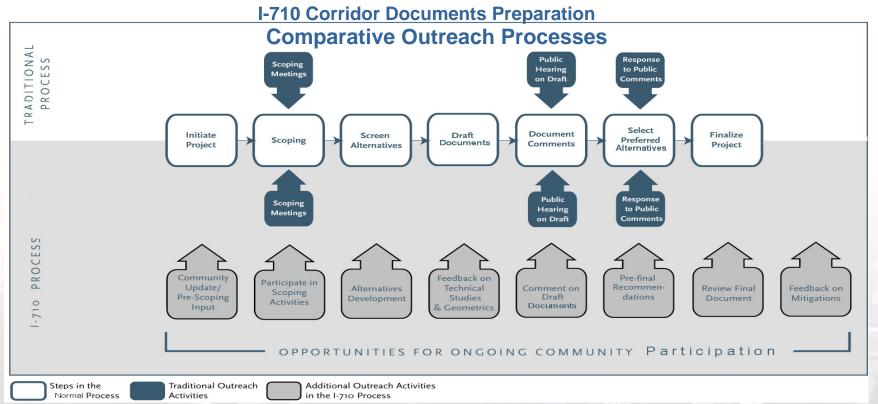
- Traditional process (old method) for community participation
 - Held Public hearings during scoping
 - Held Public hearing presentations of results
- Results
 - Angry community members showed up at meetings over significant residential property impacts
 - Not effective outreach
 - Communities did not feel they were informed of the significant impacts to their communities
 - Also, there was a lack of communication between city technical staff and elected officials
 - Decision Develop a new, "active" Community Participation Process to continue with the Major Corridor Study





STEP 2. Major Corridor Study – 2003-2005

New community participation process (paradigm) developed





STEP 2. Major Corridor Study – 2003-2005 (continued)

- The New community participation process (paradigm) was implemented
- Elected officials also set a new strategy for the project:
 - I-710 Oversight Policy Committee (OPC) adopted the following Guiding Principles to move forward:
 - Minimize right-of-way acquisitions.
 - Minimize exposure to diesel emissions and encourage use of alternative fuels.
 - Improve safety with enhanced truck safety inspection facilities, reduced truck/car conflict and improved roadway design.
 - Relieve congestion and reduce intrusion of traffic into communities and neighborhoods.
 - Improve public participation in the development and consideration of alternatives.







STEP 2. Major Corridor Study – 2003-2005 (continued)

- OPC also directed the formation of Community Advisory Committees to provide input and advise the OPC on the proposed I-710 improvements as follows:
 - "Tier1" Committees:
 - Local committee for cities next to the freeway that addresses issues such as health, environment, quality of life, safety, mobility as well as economic development and land use.
 - "Tier 2 Committee:
 - Corridor level committee to address local and regional issues identified by the Tier 1 committees.
 - Membership: broad representation from Tier 1 committees plus business, environmental, labor and academic communities.
- Hired facilitator to coordinate with and document findings of community groups.
- Started design over (blank piece of paper) and hired engineer to develop design with each Tier 1 Committee









What the Community Committees Did: Gave both a Local and a Regional Context to Freight Transportation Challenges

As part of the process to develop solutions, the Community Advisory Committees members, discussed:

- Regional Economic Significance of freight transportation
- Local Impacts (health, safety, quality of life as well as landside infrastructure design)
- Goods Movement (from the ports to local and non-local destinations in the region, state, and nation such as rail yards, warehouses, distribution centers, transload facilities, local stores, and factories)
- To find creative freight transportation solutions to improve lives with special emphasis on air quality - the Advisory Committees reviewed plans and studies, and heard input from experts on a variety of subjects and interests to them.







STEP 2. Major Corridor Study – 2003-2005 (continued)

Results

- Tier 1 developed recommendations for the project design
- Tier 2 developed recommendations for the entire project (including Tier 1 recommendations)
 - Summarized in I-710 Major Corridor Study Tier 2 Community Advisory Committee Report – "Major Opportunity/Strategy Recommendations and Conditions"
- Tier 2 report was approved by entire committee
- Tier 2 report was adopted as "guidance" by governing board of elected officials, who then approved proceeding with a I-710 Corridor Project EIR/EIS using the new community participation process for the community-based project shown on the next slide





2009 I-710 Major Corridor Study **Hybrid Design Concept** > 10 General Purpose Lanes > Freight Movement Corridor Interchange Improvements LEGEND Add One Mixed Flow Lane Freight Movement Comider rchange Improvement New Interchance Eliminale Interchence interchange to be studied Truck Ingress/Egrees Preliminary Concepts, Subject to Chang

Source: Jerry Wood, Consultant, In association with MMA, Inc. and Nota: Consulting, Inc., April 2004, STEP 2. Major Corridor Study – 2003-2005

Results (continued)

 Community consensus reached on a special design and approval to improve the I-710 freeway from all the communities with no community opposition.

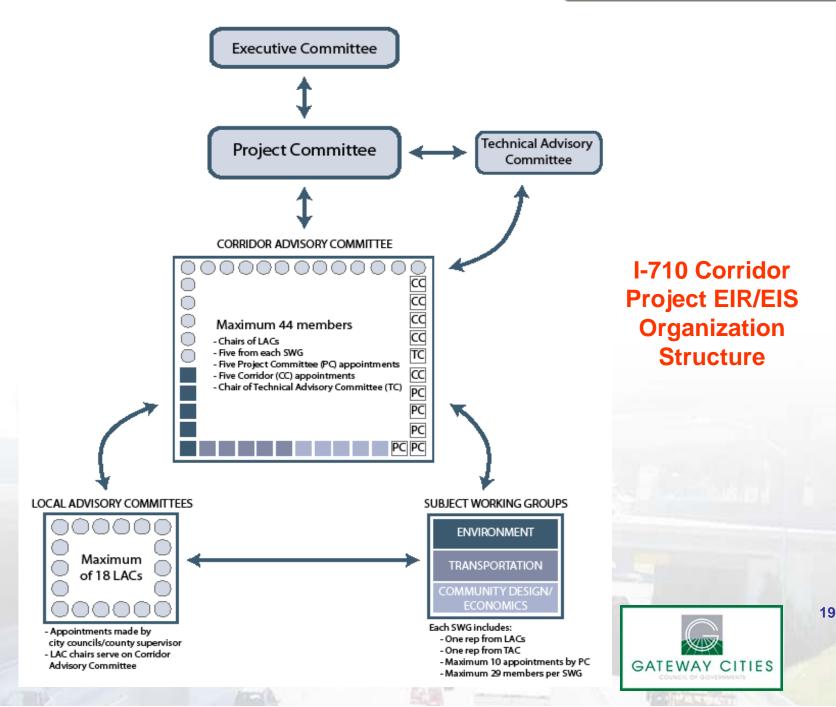


STEP 3. I-710 EIR/EIS (2008-2011)

- Based on approval of the Major Corridor Study Seven (7) public agencies came together to fund the preparation of the I-710 Corridor Project EIR/EIS based on the community recommended project, consisting of:
 - Port of Long Beach
 - Port of Los Angeles
 - Gateway Cities Council of Governments
 - Los Angeles Metropolitan Transportation Authority
 - Caltrans
 - Southern California Association of Governments
 - I-5 Joint Powers Authority
- Kept same community participation format but expanded it as shown in the following chart:









I-710 EIR/EIS Community Participation Committee Responsibilities

Local Advisory Committee:

Specific Role: The role of the LACs is to focus strictly on issues related to the I-710 Corridor, its current and future impacts on their communities and mitigation plans to reduce those impacts. They will also advise as to ways and means to enhance communication between the project and the local community.

Subject Working Groups:

Specific Role: The role of the SWGs is bring together both knowledgeable stakeholders with community representatives to become educated about each others viewpoints and to review and comment in more depth about specific subject areas across community boundaries. The SWG role will also include input into the program documents during the outline or draft phase.

Corridor Advisory Committee:

Specific Role: With the professional facilitator as a resource, this CAC will structure itself and its work based on key topic areas that are identified by the LAC and SWG committees.





I-710 EIR/EIS Community Participation Results and Lessons Learned

- Traditional Community Outreach Process was not effective
- However, the new Local "and Active" Community Participation process was effective in developing solutions to improve I-710 freeway
- Also, the new Regional "and Active" Regional Community Participation was effective too in developing and providing additional recommendations, solutions and ideas for I-710 project improvements
- Requires significant and commitment of resources to have "active" community participation for communities review and input throughout the process
- While providing ongoing input from community committees during entire process, the environmental process must be protected by reviewing reports and studies in-house before presentations and release to community committees
- Communications need to be transparent and clear with the community committees providing information they need between all committees.





I-710 EIR/EIS Community Participation Results and Lessons Learned (continued)

- Active community participation and commitment to such a process was effective in moving I-710 improvement projects forward and resulted in some additional lessons learned:
 - Multiple Agency Involvement and collaboration is required Goods Movement Projects are too big for any one agency
 - To address the number one issue in the GCCOG area (addressing and improving air quality), the GCCOG is in the process of developing a sub-regional Air Quality Action Plan to analyze and evaluate all air quality improvements, programs and projects planned for the GCCOG area.
 - To address the desire of the communities for more transportation efficiencies for the logistics industry, the GCCOG is developing an ITS Implementation Plan for Goods Movement.
 - Impacts, with community input, can probably be mitigated with a comprehensive approach that can result in improving the quality of the life of our residents near the freight goods movement transportation system while providing for the land-side infrastructure needs of the logistics industry.
 - ➤ The new community participation process that was developed was effective and continues for the I-710 project as it progresses IT IS A CONCEPT THAT WORKED AND CONTINUES TO WORK





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