

ATTACHMENT C

I-710 South Corridor Task Force

Draft document

PURPOSE:

Metro seeks to re-engage vital stakeholders that depend upon and are impacted by the movement of people and goods along Interstate 710 (I-710) between the Ports of LA and Long Beach (San Pedro Bay [SPB] Ports) and State Route 60.

Metro's goal is to identify and work with stakeholders to develop a multimodal, multidimensional investment strategy to improve regional mobility and air quality in concert with fostering economic vitality, social equity, environmental sustainability, and access to opportunity for LA County residents—particularly for the most impacted residents that live adjacent to I-710. These residents are represented by local elected officials who serve on the Gateway Cities Council of Governments (COG). In July 2021 the COG formed an I-710 Ad Hoc Committee (AHC) composed of 14 Board members. Metro intends to work closely with the AHC to ensure locally-supported solutions emerge from the process described here.

The original I-710 project scope approved by the Metro Board (Alternative 5C) in 2018 to advance through the EIS/EIR process comprised highway, active transportation, community benefit, and clean-truck technology elements. The scope also included a recommendation to widen and modernize the freeway, generating great concern from local communities over the impending disparities created by displacement required near major freeway interchange improvements for this alternative.

As the project advanced through the EIS/EIR process over the past three years, the Metro Board and the State of California aggressively advanced new policies and executive orders in support of more equitable, climate friendly, and sustainable outcomes through transportation investment decisions.

US E.P.A.'s decision to halt the EIS/EIR process due to air quality conformity concerns has allowed Caltrans and the Metro Board to re-examine the project through this more advanced equity and environmental policy focus, leading to the withdrawal of support for Alternative 5C and suspension of the EIS/EIR process in recognition of the project's misalignment with current policy objectives.

In response to these developments, the Metro Board and Caltrans have agreed to develop a more comprehensive approach over the next six months to engage local communities and regional stakeholders in a process that will lead to improved mobility, air quality, health outcomes, and other important improvements, particularly for those residents most impacted by the movement of goods and people in, through and around the I-710 corridor.

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This process will first focus on identifying and discussing vital issues to be addressed during this process, including development of a shared understanding of priority areas of focus, with a commitment and plan for leading with equity that will allow the 710 South Corridor Task Force to conduct its work as found in the proposed goals for the task force.

PROPOSED GOALS FOR THE 710 TASK FORCE:

The **I-710 South Corridor Task Force (the 710 Task Force)** will be entrusted with the important task of working collaboratively and constructively to accomplish the following outcomes by March 2022:

1. Review and re-assess the Purpose and Need of improvements to the I-710 corridor between the SPB Ports and SR-60;
2. Develop multimodal strategies to meet the Purpose and Need, in alignment with the existing regional and state policy framework;
3. Identify an array of projects and programs, prioritized in the near-term to long-term, that will realize the goals to meet the needs of stakeholders and corridor users;
4. Create a prioritized investment plan that will allow Metro and Caltrans—in partnership with 710 South Corridor Task Force members and local, regional, state, and federal agencies—to implement these projects and programs; and
5. Report to the Metro Board and State of California with the outcomes of the 710 Task Force work by March 2022.

The **710 Task Force** will also continue to meet on a regular basis (2-4 times per year), in conjunction with the COG, to help Metro and Caltrans deliver the investment plan developed by this group and to provide a recurrent forum for dialogue, input, and support regarding important mobility, air quality, equity, sustainability and economic issues affecting I-710 stakeholders.

ENGAGEMENT PROCESS:

Metro in partnership with Caltrans (District 7) will convene the 710 Task Force over the course of the next six to eight months (September 2021 – February 2022) to accomplish these overarching goals. Metro will work with 710 Task Force members, particularly with the community groups, to determine what inclusive and meaningful engagement looks like.

Concurrent and in parallel to this process, the COG has convened an Ad Hoc Committee (AHC) of its Board Members to create a locally-supported approach to developing recommendations for the future of the I-710 corridor. Metro will work with the COG to share information and will host “joint sessions” at key intervals over the next six months to share discussion and help integrate recommendations from the COG 710 AHC.

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At the end of the six-to-eight month process, the 710 Task Force will report back to the Metro Board on its findings and make recommendations as to the scope of its investment plan that will realize the reevaluated Purpose and Need of the I-710 South Corridor.

STAKEHOLDER ROSTER:

The Metro Board and Caltrans have stated that the investment in the I-710 must be reassessed through a process that engages local community stakeholders, especially those most impacted by the freeway corridor, in concert with the key regional stakeholders that depend upon the movement of people and goods along I-710 (i.e., the SPB Ports).

For the 710 Task Force to be effective it must represent a broad set of community and regional voices that will help this group review the Purpose and Need of the corridor and develop multimodal and multipurpose strategies, projects and programs, and investment priorities to advance social equity, environmental sustainability, economic vitality, and access to opportunity for local communities and the region.

Metro also recognizes that additional small-group discussions—particularly with community/equity-focused groups—may be necessary to ensure that the work of the larger 710 Task Force remains focused on and incorporates the needs of the local impacted communities.

710 TASK FORCE PROPOSED PARTICIPANTS 43 MEMBERS

Type	Number	Organization
LA County	1	LA County Department of Public Works
MPO	1	Southern California Association of Governments
Ports	2	Port of Los Angeles
		Port of Long Beach
Railroad	3	Alameda Corridor (ACTA)
		Union Pacific RR
		BNSF Railway
Trucking	3	Harbor Trucking Association
		Total Transportation Services (TTSI)
		International Brotherhood of Teamsters, Local Union 848
Air Quality	2	SCAQMD
		CARB
Academic	3	METRANS / CSULB
		USC Equity Research Institute (ERI)
		Harbor College

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Community Based Organizations, Equity, Health and Environmental Advocacy	9	BREATHE Los Angeles County
		Southeast Los Angeles (SELA) Collaborative
		Communities for a Better Environment
		East Yard Communities for Environmental Justice
		Legal Aid Foundation of LA-LB (LAFLA)
		California Endowment
		Coalition for Clean Air
		Environmental Defense Fund
		Long Beach Alliance for Children with Asthma
Local Jurisdictions	8	LA County Supervisorial District 1
		LA County Supervisorial District 2
		LA County Supervisorial District 4
		City of Bell*
		City of Commerce*
		City of Cudahy*
		City of Long Beach
		LA City Council District 15 (San Pedro)
		<i>*Representing the COG Ad Hoc Committee</i>
Gateway Cities Council of Government <i>(ex officio representation by staff)</i>		
Transit Agencies	2	Long Beach Transit
		Metrolink
Economic, Labor and Workforce Development	5	LA County Economic Development Corporation
		International Longshoremen Workers Union
		Warehouse Workers Union
		Watson Land Company
		BizFed
Freight Industry	2	LA Customs Broker & Freight Forwarders Association, Inc.
		Pacific Merchant Shipping Association (PMSA)
Policy	2	Automobile Club of Southern California (AAA)
		CalStart

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SCHEDULE OF MEETINGS:

Metro and Caltrans will convene the 710 Task Force approximately every three weeks. This schedule will help advance the work of the group over the next six months, while allowing Metro and Caltrans to develop meeting materials, information, and opportunities for additional engagement in between meetings.

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Metro and Caltrans will develop the topics and flow of meetings for the 710 Task Force with its membership and will also work with community representatives to help develop a meaningful public comment and input process to help inform the 710 Task Force's work.