

2.0 PUBLIC INVOLVEMENT

The I-710 Major Corridor Study involved an extensive public outreach component. The I-710 Study Area stretches 20 miles by 6 miles and ultimately involved 14 cities, the Ports of Long Beach and Los Angeles, the Gateway Cities Council of Governments, MTA, Caltrans, and SCAG. In order to ensure participation from the community and all interested stakeholders, a public involvement process was followed to accomplish the following goals:

- Create a defensible and inclusive community outreach process that allows those with a relevant stake in the I-710 Major Corridor Study to participate in its development.
- Emphasize coordination among all the parties responsible for execution of the I-710 Major Corridor Study and, at the same time, maximize public involvement throughout the planning process.
- Implement a public outreach program that responds public concerns and work actively with agencies and stakeholders involved in the I-710 Major Corridor Study to identify transportation solutions.
- Assist in obtaining a consensus on a Locally Preferred Strategy.
- Document results and findings from the outreach program.

Section 2.0 describes the public involvement process followed throughout the I-710 Study, including the scoping phase, alternatives screening phase, alternatives evaluation phase and the locally preferred strategy development phase. The public and community feedback obtained during the I-710 Study are summarized in the subsequent sections of this report in association with the discussion of each phase of the I-710 Study. The details of the public involvement process during the various phases of the I-710 Study are set forth in separate study reports. The summary information on public involvement provided throughout this report is drawn from the following:

I-710 Major Corridor Study Informal Value Analysis Issues Analysis (CPG Inc., August 2001)
I-710 Major Corridor Study Initial Alternatives Issues Analysis (CPG Inc., August 2002)
I-710 Major Corridor Study Final Set of Alternatives Issues Analysis (CPG Inc., October 2003)
Community Report (MIG Inc., January 2005)

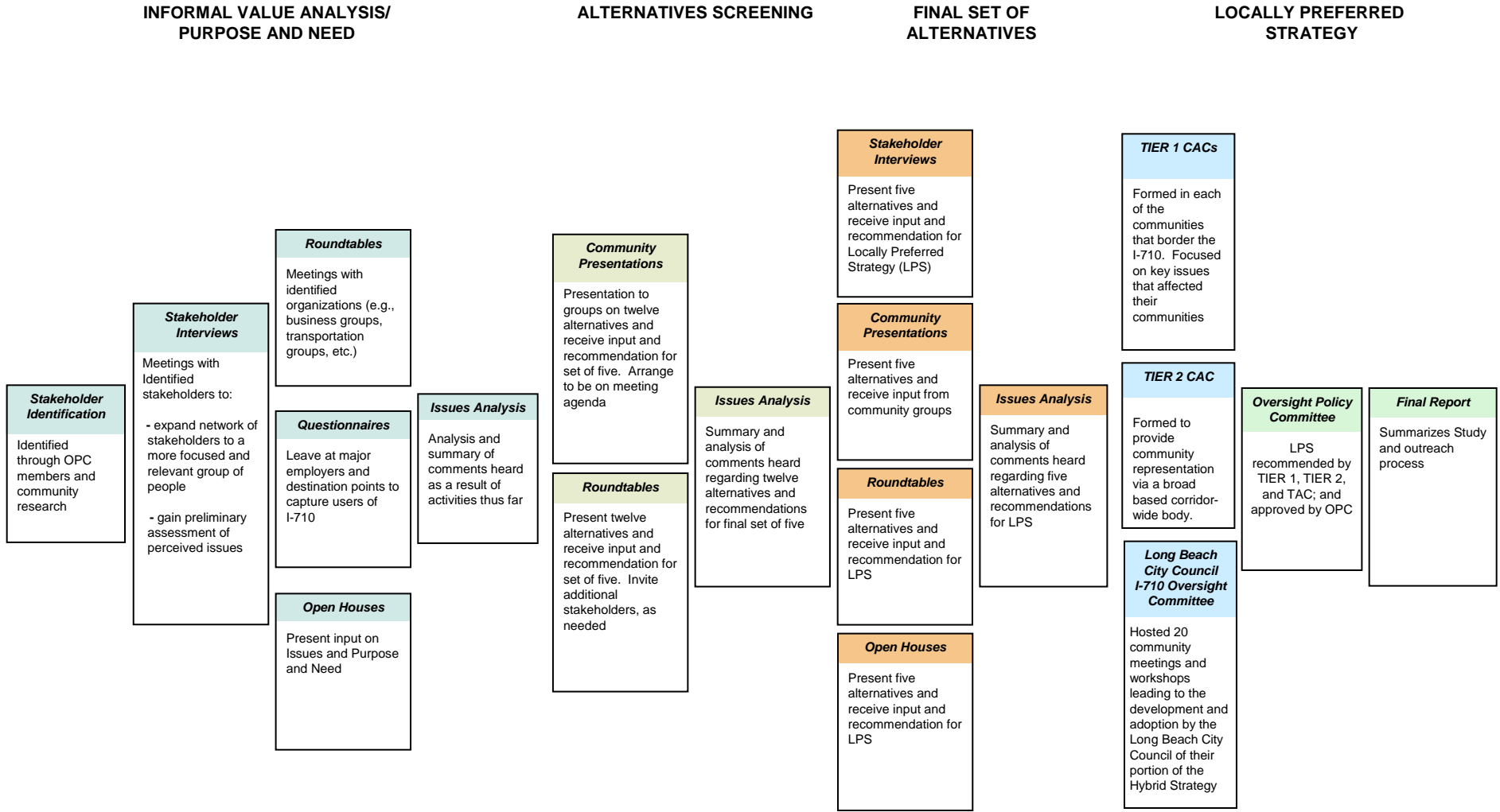
2.1 Public Involvement Framework

Public involvement supported the I-710 Study's technical process. The I-710 Major Corridor Study outreach plan flow chart (Figure 2.1-1) shows the steps in the original outreach plan and how they related to the decision milestones of the I-710 Major Corridor Study as described in Section 1.0 of this report. The outreach plan was later modified in response to public input, as described in Section 2.5. As illustrated on the chart, public outreach was a significant, on-going, and active component of the I-710 Study. The communities in the Study Area were contacted throughout the study process to both gather and disseminate information. Public outreach was not suspended during those periods of the study process when technical information was being developed to support to subsequent decision milestones.

The following discussions describe the community outreach strategies, work activities, and target audiences supporting each major study decision milestone. Note that some of these strategies were ongoing throughout the duration of the I-710 Study – for example, the study hotline and study web site.

Figure 2.1-1

I-710 Major Corridor Study
Outreach Process Flow Chart



2.2 Initial Scoping Phase

For the purpose of the I-710 Major Corridor Study, stakeholders were defined as “a public or private party affected by or otherwise interested in the I-710 Major Corridor Study and its consequences”. To formally initiate the public involvement process, the Oversight Policy Committee (OPC) members were consulted to identify stakeholders from each city within the Study Area. Once this was accomplished, the following meetings and activities were conducted to introduce the I-710 Study and gather input for the determination of the Purpose and Need for transportation improvements in the Study Area. The stakeholders involved in these activities included elected officials and city staff, interest groups and organizations, frequent users of the I-710 and residents within the Study Area. The following details the process of public involvement for this phase of the I-710 Study. The information disseminated at each of the meetings was uniform in content. The purpose of having the different types of public involvement mechanisms was to increase the probability that the different community and stakeholder perspectives were recognized and addressed. Notes of the meetings, sign-in sheets, and public information materials can be found in Appendix F of this report.

2.2.1 Agency Stakeholder Interviews

Meetings with the participating cities within the I-710 Study Area were arranged and conducted with the transportation agencies and the Ports of Long Beach and Los Angeles. Representatives from the cities included elected officials, public works directors, city engineers and other city staff members. A set of questions was developed to gather relevant input and information, and the responses were documented and assessed. Members of both the technical and outreach teams were present at these meetings.

2.2.2 Community Roundtables

In addition to gathering information regarding issues and problems in the I-710 Corridor, the stakeholder meetings with city representatives provided information on how best to outreach to their particular communities. This was also an exercise in identifying major organizations, employers and other community groups in each city.

In May 2001, roundtable sessions were conducted to outreach to specific members of the communities. The roundtable format allows small groups of participants with similar interests to gather and receive information. The roundtable sessions are structured to enable participants to explore issues in depth with members of the study team. It also provides the opportunity to express concerns and opinions about the I-710 Study. For this initial set of roundtables, over 300 notices were mailed out to representatives of different interest groups identified through the agency stakeholder interviews. The roundtables consisted of the following groups and attendees:

- Elected Officials
- Agencies
- Major Employers and Corridor Destination Points
- Business Organizations
- Trucking and Transportation Businesses
- Community and Neighborhood Groups

2.2.3 Motorist Questionnaires

A bilingual questionnaire was developed to capture the opinions of those motorists who frequently travel I-710 within the Study Area. Distribution of questionnaires was through coordination among the sponsoring agencies, individual cities, major employers and assistance from attendees of the roundtable sessions. Questionnaires were also available for on-line submittal through the I-710 Major Corridor Study web site. Over 2,000 questionnaires were distributed throughout the Corridor and 263 were completed. A majority of the respondents resided outside of the Study Area and used I-710 to reach their places of employment.

2.2.4 Public Open Houses

To conclude the outreach process for this phase of the I-710 Study, three public Open Houses were conducted to outreach to the general public and study area residents. Open Houses were held in Commerce (Northern Study Area), Lynwood (Mid Study Area) and Long Beach (Southern Study Area) in June 2001. Staff members representing the Los Angeles County MTA, Caltrans and the consultant team were available to answer questions from the members of the public who attended. Four elected officials or representatives from their offices attended as well. The Open Houses allowed attendees to peruse potential transportation improvement concepts, mark “problem areas” on display boards, identify issues and make suggestions for improvements. Comment sheets were also available to submit thoughts regarding specific topics.

Noticing for the Open Houses took the form of invitations being sent to interested parties identified at the previous meetings, advertisements in city newsletters and local editions of newspapers and posting on local cable stations and the study web site. In addition, respondents to the motorist questionnaires wishing to be contacted regarding public meetings were also sent notices.

2.2.5 Public Information Materials

Public information materials provided at the Roundtable sessions and Open Houses included:

- Welcome Sheet (Open Houses only)
- Introductory Project Fact Sheet
- Displays describing Study Area, study process and timeline, study purpose and need, and possible improvements (Open Houses only)
- Comment Sheets (Open Houses only)
- Questionnaires

All noticing and materials distributed at the meetings were translated into Spanish. Bilingual staff was also present to maximize public participation and input.

2.3 Initial Set of Alternatives Screening Phase

In March 2002, based upon both the technical analysis and public input, a set of twelve initial alternatives were proposed to address the problems and issues as delineated in the *I-710 Major Corridor Study Purpose and Need Statement* (December 2001). Upon adoption of the

twelve initial alternatives by the I-710 Technical Advisory and Oversight Policy Committees, a public outreach process was initiated to present the proposed alternatives and gain feedback about them. The goal of this phase of outreach was to hear comments from stakeholders and integrate public input into the “screening” of the Initial Set of Alternatives down to a more reduced set of alternatives. The following section details meetings and discussions held from April 2002 to late June 2002 as components of this phase of the outreach process.

Public outreach activities during this phase of the I-710 Study consisted of elected official briefings, agency briefings, community presentations and roundtable discussions. Meeting notes, sign-in sheets, and public information materials are included in *I-710 Major Corridor Study Initial Alternatives Issues Analysis* (CPG Inc., August 2002) and are available for reference with the MTA.

2.3.1 Elected Official/City Staff Briefings

Letters announcing the adoption of the Initial Set of Alternatives were sent out to all local, state and federal elected officials within the Study Area. The letter, signed by the OPC Chair, provided a brief status of the I-710 Study and an opportunity for an individual briefing. These individual briefings allowed the elected officials and/or their offices the opportunity to learn more about the I-710 Study and ask specific questions on the Initial Set of Alternatives and how they may affect their respective constituents. The following elected officials and/or cities requested and received briefings:

- Office of United States Senator Dianne Feinstein
- United States Congresswoman Hilda Solis
- Office of California State Assemblymember Marco Antonio Firebaugh
- Office of California State Assemblymember Alan Lowenthal
- Office of California State Assemblymember Jenny Oropeza
- Office of Los Angeles County Supervisor Yvonne Burke
- Office of Los Angeles County Supervisor Gloria Molina
- Office of Los Angeles County Supervisor Zev Yaroslavsky
- Councilmember of Pico Rivera and MTA Board Member Bea Proo
- City of Long Beach, Council Study Session
- Long Beach Councilmember Bonnie Lowenthal
- Office of Long Beach Vice-Mayor Dan Baker
- City of Carson staff
- City of Vernon staff

2.3.2 Stakeholder Briefings

Briefings were arranged and documented with stakeholders of the I-710 Major Corridor Study. The following stakeholders were briefed on this phase of the I-710 Study and their input solicited:

- California Trucking Association
- Long Beach Transit
- Pacific Maritime Association
- Steamship Association of Southern California
- Port of Los Angeles

- Port of Long Beach
- Union Pacific Railroad
- Alameda Corridor Transportation Authority
- Gateway Chambers Alliance
- BNSF Railroad
- Center for International Trade and Transportation (CITT), California State University, Long Beach
- South Coast Air Quality Management District

2.3.3 Community Presentations

Community presentations were conducted at ongoing meetings of community groups within the I-710 Study Area. Letters offering presentations were sent out to over 100 community groups, and 18 presentations were requested and conducted in both English and Spanish. The following groups requested and received presentations on this phase of the I-710 Study:

- North Long Beach Project Area Committee
- North Long Beach Community Action Group
- Long Beach Optimists Club
- Downtown Long Beach Association – Board of Directors
- Downtown Long Beach Association – Office and Retail Council
- Coolidge Triangle Neighborhood Association (Long Beach)
- Beach Citizens for Long Beach
- West End Community Association
- Westside Political Action Committee (Long Beach)
- Pro-West Neighbors United (Long Beach)
- Model City Democratic Group of Commerce
- United Families of Bristow
- Huntington Park Kiwanis Club
- Lynwood Community Council
- Lynwood Rotary Club
- Maywood Lions Club
- Rio-Hondo Rotary Club (Commerce and Bell Gardens)
- South Gate Rotary Club
- League of Women Voters (Downey)

2.3.4 Roundtable Discussions

The Initial Set of Alternatives were also presented to the public by conducting community roundtable discussions with various interest groups. These were conducted in May 2002 to outreach to particular members of the I-710 Study Area communities. The roundtable format allowed groups with similar interests to gather and receive information and have the opportunity to express concerns and opinions about the I-710 Study.

Notices were sent to representatives for each roundtable group. Over 800 notices were sent out. The roundtables consisted of the following groups:

- Elected Officials/City Staff
- Agencies

- Major Employers and Destination Points
- Community Groups/Residents

Notices were sent to individuals and organizations representing business organizations and interests as well as trucking and transportation businesses, but no representatives for these groups attended. A seventh category of “Interested Stakeholders” were invited to attend any roundtable of their choice. Interested Stakeholders were defined as those who returned questionnaires during the Informal Value Analysis stage, meeting attendees, and/or those who made website and hotline requests to be added to the project mailing list.

2.3.5 Public Information Materials

Public information materials provided at the Elected Official Briefings, Agency Briefings, Community Presentations and Roundtable discussions, included:

- Fact Sheet No. 2
- Purpose and Need Statement
- Initial Alternative description packet
- Comment Sheet

Copies of all of the I-710 Study Fact Sheets are provided in Appendix D of this report. All public information materials distributed at the meetings were available in Spanish and posted on the web site established by the Gateway Cities Council of Governments expressly for the I-710 Study. Materials were available by request through the study hotline number as well.

2.4 Final Set of Alternatives Evaluation Phase

The next phase of the public involvement process for the I-710 Study involved conducting outreach and gathering feedback regarding the final set of five alternatives. The goal of this phase of the I-710 Study was to select the best combination of transportation improvements from among the Final Set of Alternatives that would eventually move through subsequent project development studies.

During this phase of the I-710 Study, outreach efforts were conducted with elected officials at all levels of government within the Study Area, as well as with numerous community, business, and environmental groups regarding the Final Set of Alternatives. Once the potential impacts of the alternatives, including right-of-way impacts, became available, the previously approved outreach plan was revised to extend significantly beyond what is typically done for a major corridor study. This included additional outreach to the most potentially affected communities. The following sub-sections provide more detail on this phase of the public involvement process. Meeting notes, sign-in sheets, and public information materials are included in *I-710 Major Corridor Study Final Set of Alternatives Issues Analysis* (CPG Inc., October 2003) and are available for reference with the MTA.

2.4.1 Elected Official Briefings

As was done in the previous study phases, briefings were held with elected officials and staff at the local, state, and federal levels of government, all of whom represent stakeholders within the I-710 Study Area. These briefings provided elected officials and their staff the opportunity

to view the Final Set of Alternatives, comment on the potential impacts to their communities, and offer their preferences for a Locally Preferred Strategy.

During this phase of the I-710 Study, the following elected officials and/or staff members were briefed:

- Office of United States Senator Dianne Feinstein
- Office of United States Senator Barbara Boxer
- Office of State Senator Gloria Romero
- Office of Assembly Member Alan Lowenthal
- Office of Assembly Member Marco Firebaugh
- Office of Assembly Member Jenny Oropeza
- Office of Los Angeles County Supervisor Gloria Molina
- City of Bell City Council
- City of Bell Gardens City Council
- City of Carson City Council
- City of Commerce City Council
- City of Compton City Council
- City of Cudahy City Council
- City of Downey City Council
- City of Huntington Park City Council
- City of Long Beach City Council
- City of Lynwood City Council
- City of Maywood City Council
- City of South Gate City Council
- City of Vernon City Council

2.4.2 Community Group Briefings

Throughout the alternatives evaluation phase of the I-710 Study, meetings were held with key community organizations within the Study Area, as well as any other groups interested in receiving a presentation regarding the Final Set of Alternatives. These organizations were invited to participate in the process as soon as the Final Set of Alternatives was determined. The following is a listing of the organizations that requested and received briefings regarding the Final Set of Alternatives:

- West Long Beach Association (Long Beach)
- Compton Town Hall (Compton)
- North Long Beach Project Area Committee (Long Beach)
- Friends of the Los Angeles River-Board of Directors (Los Angeles)
- West End Community Association (Long Beach)
- The Long Beach Alliance for Children with Asthma (Long Beach)
- Coolidge Park Triangle Association (Long Beach)

After each presentation, groups were given the opportunity to ask questions and submit oral or written comments regarding the alternatives.

2.4.3 Targeted Outreach Efforts

A mailing was conducted in October 2002 inviting local elected officials and interested stakeholders to request individual or group briefings regarding the Final Set of Alternatives. The following groups were contacted via this mailing:

- Elected Officials Within the Study Area
- Stakeholders Who Had Previously Attended Meetings During the Initial Phase
- Businesses Within the Study Area
- Public Agencies
- Community Groups
- Hotels
- Trucking and Transportation Groups
- Major Employers Within the Study Area
- Major Attractions
- Environmental Groups

Targeted outreach efforts were also directed towards churches and schools throughout the Study Area. After the initial mailing, all churches and schools in the stakeholder database received follow-up calls, asking if their organizations were interested in receiving a briefing regarding the Final Set of Alternatives. Briefings were then held with all those stakeholders who requested one, which included:

- Mayor Rosalina Lopez, City of Commerce
- Traffic Commission, City of Commerce
- Bristow Family Association (Commerce)
- Paul Hernandez, Principal, Jefferson Elementary School (Compton)
- Public Works Department, City of Downey
- Downey/Los Alamitos Kiwanis (Downey)
- Huntington Park Kiwanis (Huntington Park)
- Office of Council Member Dan Baker, City of Long Beach
- Office of Council Member Val Lerch, City of Long Beach
- Office of Council Member Tonia Reyes Uranga, City of Long Beach
- Wrigley/Los Cerritos Association (Long Beach)
- Alamitos Beach Neighborhood Association (Long Beach)
- Apartment Association of Southern California (Long Beach)
- Long Beach Development Cabinet-Council Presentation, City of Long Beach
- Office of Assembly Member Alan Lowenthal
- Long Beach Area Chamber of Commerce
- City of Lynwood
- Community Affairs Commission, City of Lynwood
- Juliana Dawson, Principal, Montera Avenue Elementary School (South Gate)
- South Gate Optimist Club
- Public Works Department, City of South Gate
- Churches in Action (South Gate)
- Office of Assembly Member Marco Firebaugh
- Office of U.S. Senator Barbara Boxer
- Office of U.S. Senator Dianne Feinstein

2.4.4 Environmental Groups Outreach Efforts

As information became available regarding the potential impacts of each of the Final Set of Alternatives, it was important that local environmental groups had ample opportunities to provide feedback about the I-710 Study, as well as any potential impacts to the environment that would need to be addressed further in subsequent project development studies. A meeting with the environmental community was held in January 2003. The following is a listing of the organizations invited to attend this meeting:

- Angeles Chapter of the Sierra Club
- California Latino Civil Rights Network-Southern California Region
- Carson African American Empowerment Coalition
- Coalition for Clean Air
- Communities for a Better Environment
- Conservation Corps of Long Beach
- El Dorado Audubon Society
- Environment Now
- Environmental Defense Fund
- Ethnic Coalition
- Filipino Community of Carson
- Friends of the Los Angeles River
- Japanese American Citizens League
- Liberty Hill Foundation
- Los Angeles Audubon Society
- Los Angeles Conservation Corps
- LA River Project-Occidental College
- Los Angeles & San Gabriel Rivers Watershed Council
- Madres del Este de Los Angeles
- Mexican-American Political Association
- NAACP-Long Beach Chapter
- NAACP-Los Angeles Chapter
- Natural Resources Defense Council-Regional Office
- North East Trees (NET)
- Office of Samoan Affairs
- San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy
- San Pedro Bay Estuary Project
- Santa Monica Mountains Conservancy
- Search to Involve Pilipino Americans (SIPA)
- Southern California Indian Center
- Stop Taking Our Parks (STOP)
- Surfrider Foundation-Long Beach Chapter
- The California Public Interest Research Group
- The Greenbelt Committee-Long Beach
- Trust For Public Land
- USC Keck School of Medicine, Preventive Medicine
- Watts/Century Latino Organization

The ten attendees present at the meeting were representatives of the following organizations:

- California League of Conservation Voters
- Communities for a Better Environment
- East Yard Communities for Environmental Justice
- The Los Angeles and San Gabriel Rivers Watershed Council
- The University of Southern California.

Attendees were first given a presentation regarding the Final Set of Alternatives. At the conclusion of the presentation, everyone had the opportunity to ask questions and submit comments regarding each of the alternatives.

2.4.5 Roundtables

Roundtable sessions, with the goal of bringing members of similar stakeholder groups together to review and exchange information, were held in April 2003 to discuss the Final Set of Alternatives. These meetings allowed the public to be briefed about the benefits and impacts of the Final Set and the opportunity to provide comments regarding the alternatives.

Roundtable sessions were attended by the following groups:

- Elected Officials Roundtable
- Business Owners Roundtable
- Agencies Roundtable
- Environmental Organizations Roundtable
- Community Groups Roundtable
- Trucking and Transportation Organizations Roundtable
- Civic and Community Centers Roundtable

2.4.6 Open Houses

A total of three open houses regarding the I-710 Major Corridor Study and the Final Set of Alternatives were held at the end of April 2003 in the cities of Long Beach (Southern Study Area) and Bell Gardens (Mid Study Area), and in the unincorporated area of East Los Angeles (Northern Study Area). The open house format was used to facilitate the exchange of information with the general public, as well as allow for one-on-one public interaction with the study staff.

As a part of the outreach notification effort for the open houses, Public Information Officers of all of the cities along the I-710 were contacted to provide suggestions and feedback on how to best inform their cities' residents about the meetings. While not all cities had a public information officer, the following cities assisted in notifying the public regarding the open houses:

- City of Bell
- City of Bell Gardens
- City of Carson
- City of Commerce
- City of Huntington Park
- City of Long Beach
- City of Lynwood
- City of Maywood
- City of Paramount
- City of South Gate
- City of Vernon

Due to the emerging public and local agency concerns related to the potential impacts of the Final Set of Alternatives, additional efforts were made to notify the public of the open houses. Some of the methods used to notify the public in this outreach effort included:

- Mailing 157,000 open house flyers to potentially-impacted residents along the 20-mile I-710 alignment
- Placing open house information on MTA buses that run throughout the Study Area
- Placing open house flyers at public locations including senior centers, libraries, and City Halls
- Including information in city newsletters
- Including information in Chamber of Commerce newsletters
- Linking individual cities' websites to the I-710 Study website and/or placing open house information directly onto city websites
- Including information in city utility bills
- Placing information on electronic sign boards citywide
- Distributing press releases regarding the open houses to local community newspapers.
- Distributing flyers at city council meetings
- Placing information on local cable access channels and as a "crawler" during city council meetings
- Placing information on a city's telephone on-hold message
- Distributing open house flyers to local residents via the use of the Explorer Scouts

As a result of these extensive outreach efforts, attendance at each of the open houses increased from 100 to over 500 people.

2.4.7 Impacted Community Meetings

Due to the initial, strong negative reaction to the potential property impacts of the Final Set of Alternatives, public meetings were also held in the cities whose communities would be most impacted. This was done to maximize the opportunity that local residents and businesses had to review and comment on the Final Set of Alternatives. Impacted cities are those that were identified as having the greatest amount of potential right-of-way impacts among the three proposed build alternatives. The cities included were Commerce/East Los Angeles, Long Beach, and Bell Gardens.

Notices for these impacted community meetings in Commerce, Long Beach, and East Los Angeles were mailed out two weeks prior to each meeting, utilizing mailing information provided by local elected officials and city representatives, as well as information gathered at previous public meetings. The City of Long Beach also sent additional meeting notices to residents, while the City of Bell Gardens handled all noticing to local residents regarding the impacted community meetings being held in their city.

From late April until early June 2003, a total of nine impacted community meetings were held, including three in Commerce, three in Long Beach, two in Bell Gardens and one in East Los Angeles.

2.4.8 Public Information Materials

Public information materials provided at the Environmental Groups Meeting, Roundtable Sessions, Open Houses, and Impacted Community Meetings included:

- Welcome Sheet
- Comment Sheet

- Project Fact Sheet (Roundtables/Open Houses/Impacted Community Meetings only)
- List of Oversight Policy Committee and Technical Advisory Committee Members (Open Houses/Impacted Community Meetings only)
- Final Set of Alternatives (Open Houses/Impacted Community Meetings only)
- Property Acquisition Process Fact Sheet (Open Houses/Impacted Community Meetings only)
- Several Ways to Contact Us Sheet (Open Houses/Impacted Community Meetings only)
- The I-710 Major Corridor Study Report to the Public (Open Houses/Impacted Community Meetings only)

All noticing and materials distributed at public meetings were translated into Spanish. Some materials used for meetings in the City of Long Beach were also translated into Tagalog and Khmer. Professional interpreters were hired and translation equipment was secured to provide simultaneous translation in Spanish to interested stakeholders at all public meetings. Bilingual staff members were also available at each public meeting to maximize one-on-one public participation, interaction, and input.

2.5 Development of Locally Preferred Strategy Phase

In response to public and community concerns expressed during the Alternatives Evaluation phase, particularly with respect to proposed right-of-way impacts, air quality issues, and the public involvement process, the MTA Board acted in May 2003 to revise the direction of the I-710 Study. The MTA Board directed their staff to work with the participating agencies and committees to develop a hybrid alternative using selected elements from the Final Set of Alternatives that results in meaningful improvement to the I-710 Corridor without impacting residents and businesses. In addition, the May 2003 MTA Board action addressed the I-710 community outreach process by directing staff to:

Form advisory committees in key areas along the Corridor where current design alternatives require the acquisition of large amounts of private property. These committees should be comprised of residents and business owners and staff should work with local jurisdictions to identify members. The establishment of these committees should begin immediately.

In late May 2003, the OPC adopted Guiding Principles to govern the conduct of the remainder of the I-710 Major Corridor Study, with the goal of developing a consensus for a hybrid design concept and, eventually, a locally preferred strategy. See Section 3.3 of this report for a copy of the Guiding Principles. One of these guiding principles specifically addressed public involvement:

Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

The OPC also proposed a two tiered public involvement process to respond to this guiding principle and govern the public involvement process through this final phase of the I-710 Major Corridor Study. Section 2.5 briefly describes this phase of public involvement.

2.5.1 Community Advisory Committees

Based upon agency staff recommendations, the OPC approved formation of Community Advisory Committees at its July 2003 meeting. The purpose of the I-710 Community Advisory Committees (CACs) is as follows:

- Solicit community (residents, businesses, institutions, labor, environmental and health interests, etc.) input and engagement on issues of local and regional importance relating to the present and future of the I-710 Corridor from the Port of Long Beach to SR-60.
- Encourage a representative and broad base of public participation both within and beyond the CACs
- Provide a vehicle to incorporate and respond to public input in planning for the I-710 Corridor.
- Assist the OPC and the TAC in educating and communicating information about the I-710 Program.
- Promote constructive dialogue in an environment of trust, credibility and mutual respect in the community outreach process and in the transportation planning process.
- Strive to understand and reconcile diverse interests and objectives.
- Develop consensus on a set of corridor solutions, including the hybrid alternative, consistent with the goal of reinvigorating corridor economies and sustaining safe, healthy and vibrant communities.
- Provide a long-term structure for community engagement with any environmental process that ultimately evolves from the Major Corridor Study to ensure that implementation is faithful to the community vision and the community outreach process.

2.5.2 Tier 1 – Community Level CAC

As described above, the OPC established a two-tier CAC framework, including a community level set of committees (Tier 1) and a single corridor-wide committee (Tier 2). Tier 1 consists of community level community advisory committees. The communities represented by the Tier 1 CACs are 14 corridor cities and two unincorporated areas, with the understanding that the City of Long Beach would identify no more than four impacted communities based on the length (8 miles) of the I-710 freeway frontage within that city. The City of Long Beach ultimately decided to develop its own public involvement process in lieu of a Tier 1 CAC and retained consultants for facilitation (DSO) and engineering (MMA) to develop a consensus within Long Beach on a preferred strategy.

Each I-710 Corridor community, through its city council (or for unincorporated areas through its county supervisor), could establish a community advisory committee whose focus is strictly on issues related to the I-710 Corridor and its current and future impacts on their communities.

Many of the I-710 Corridor City Councils, as well as the unincorporated area in East Los Angeles, had already developed such committees or were in the process of doing so. For directly impacted communities (those where potential right-of-way impacts had been identified), professional outreach facilitators assisted in forming a Tier 1 Committee if the City Council or County Supervisor had not already done so. For indirectly impacted communities (those where no potential right-of-way needs have been identified), the formation of a Tier 1 Committee was optional. Through this process, the following jurisdictions created Tier 1

Committees: Bell Gardens, Carson, Commerce, Compton, East Los Angeles, Lynwood, and South Gate.

Members of Tier 1 Committees, who were selected by their City Councils, were drawn from impacted neighborhoods and were encouraged to incorporate representation from existing neighborhood-based associations. Each Tier 1 Committee was asked to elect a chairperson to guide the meetings and reconcile issues. These committees began meeting in fall 2003/winter 2004, and with the exception of Commerce and East Los Angeles, completed their work in summer 2004. [Note: Commerce and East Los Angeles will continue to meet during a subsequent “mini-study” to identify a design concept from Washington Boulevard to SR-60 at the north end of the Corridor. See Section 10.0 of this report, Issues for Further Consideration.]

The Long Beach City Council I-710 Oversight Committee was appointed by the City Council in June 2003 and was charged with the responsibility of addressing the significant policy issues that the City faces regarding the improvements to the I-710 freeway. This three-member committee began working with residents and businesses along the I-710 Corridor to develop a solution for improving the I-710 freeway that serves both the traveling public and the residents and businesses that are most impacted by the I-710 freeway.

The Long Beach City Council I-710 Oversight Committee solicited broad community input and received recommendations from Long Beach residents at twenty community meetings and workshops hosted by the I-710 Oversight Committee from August 2003 through May 2004. These were attended by hundreds of the Long Beach community members. “Long Beach City Council I-710 Oversight Policy Committee, Summary of Outreach” (September 2004), included in Appendix E of this report, provides a summary of the concerns and recommendations elicited by these efforts. Long Beach’s I-710 Oversight Committee also appointed the four city representatives to the Tier 2 CAC.

2.5.3 Tier 2 – Corridor Level CAC

The Tier 2 Community Advisory Committee was formed to provide community representation via a broad based corridor-wide body. As a result, the initial membership consisted of:

- The Chair of each Tier 1 CAC
- For each community that did not have a Tier 1 CAC, a member appointed by the City Council or County Supervisor
- Four members representing the City of Long Beach
- 15 members appointed by the OPC to provide representation from the environmental community, business, labor, institutions, and academia
- The Chair of the I-710 Technical Advisory Committee

In order to empower the Tier 2 CAC to engage additional perspectives or interests that it deems important, the OPC delegated to the Tier 2 CAC the authority to appoint, by two-thirds vote, up to ten additional members. The Tier 2 CAC voted to add one additional member representing environmental justice. Table 2.5-1 lists the agencies and interests represented on the Tier 2 CAC.

Employing Moore, Iacofano, Goltsman Inc. as a resource, the Tier 2 CAC structured its work based on key issue areas that were identified by the Tier 1 Community Advisory Committees. These issue areas included:

- Health
- Jobs and Economic Development
- Safety
- Noise
- Congestion and Mobility
- Community Enhancements
- Design Concepts
- Environmental Justice
- Organization and Process

The structure included procedures and mechanisms to encourage consensus building in the development of their recommendations for improvements for the I-710 Corridor. This consensus building process has been sensitive to the input of the directly impacted communities.

Feedback Loops

The Tier 1 Community Level Committees provided direct input to the Tier 2 Corridor Level Committee, which in turn was charged with providing input directly to the OPC. The Corridor Level Tier 2 Committee was also responsible for providing feedback to the Community Level Tier 1 Committees.

Use of Professional Facilitators

Consistent with the OPC's adopted guiding principle to "provide technical assistance to facilitate effective public participation," in recognition of the diversity of the Corridor communities, economic interests and political jurisdictions, and understanding the limitations of existing agency staff, it was recommended that professional facilitators be used to support the functioning of the CACs. As a result, MTA selected the firm of Moore, Iacofano, and Goltsman (MIG). These facilitators worked directly with the communities to further refine the proposed CAC structure and to assure that all the issues that are of importance to the communities were brought forth.

Table 2.5-1
Tier 2 CAC Membership

Academia

USC School of Medicine
California State University, Long Beach, Department of Economics

Business

Long Beach Convention & Visitors Bureau
California Trucking Association
Megatoys, Inc.

Environment

Legal Aid Foundation
Los Angeles and San Gabriel Rivers and Mountains Conservancy
Low Income and Immigrant Housing Advocate
Long Beach Alliance for Children with Asthma
San Pedro and Peninsula Homeowners Coalition
Coalition for Environmental Health and Justice (appointed by Tier 2 CAC)

Labor

Teamsters
International Longshore Workers Union
Building Trades Council

Institutions / Additional Stakeholders

Automobile Club of Southern California
South Bay Council of Governments

Communities (Tier 1 Representatives)

City of Bell	East Los Angeles (Unincorporated Los Angeles County)
City of Bell Gardens	
City of Carson	City of Long Beach (4 representatives)
City of Commerce	City of Lynwood
City of Compton	City of Maywood
City of Cudahy	City of Paramount
City of Downey	City of South Gate
City of Huntington Park	City of Vernon

I-710 Technical Advisory Committee

TAC Chair

Source: *Community Report*, MIG Inc., January, 2005.