

Seeking a New Paradigm Of Community Based Highway Planning



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

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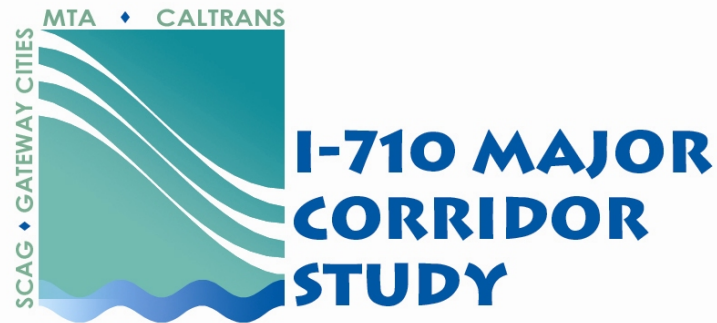
In 1999, the Gateway Cities Council of Governments (COG) polled its 27-member cities to identify the sub-region's most pressing, unaddressed transportation matter. The overwhelming response was "The I-710 Freeway." A Major Corridor Study was undertaken in partnership with regional transportation agencies and governed by an Oversight Policy Board (OPC) that included representatives from 14 cities, the County of Los Angeles, the two ports and Caltrans, Los Angeles County MTA and SCAG.

Yet in April 2003, when five alternative freeway improvement scenarios resulting from the study were presented to the public, the community voiced significant opposition and expressed the sense that community input and involvement were inadequate.

In response, and in attempt to reconcile the conflicting viewpoints expressed, the OPC adopted the five guiding principles presented on the following page.

To implement Principle 5, Public Participation, a new adaptable model was adopted for Community Advisory Committees. The plan for these Committees, as adopted by the OPC, is also presented in this packet.

Mr. Powers will discuss the COG's experience in implementing the new public participation model and the outcomes to date.



**I-710 Guiding Principles
Adopted by the I-710 Oversight Policy Committee
May 28, 2003**

1. Minimize right-of-way acquisitions with the objective being to preserve existing houses, businesses, and open space.
2. Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels, as well as in project planning and design.
3. Improve safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
4. Relieve congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that includes adding needed capacity as well as deploying Transportation Systems Management (TSM) and Transportation Demand Management (TDM) technologies and strategies to make full use of freeway, roadway, rail, and transit systems.
5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.



ADOPTED PLAN FOR DEVELOPMENT OF COMMUNITY ADVISORY COMMITTEE (S) FOR THE I-710 MAJOR CORRIDOR STUDY

I. Purpose of I-710 Community Advisory Committees (CACs)

- A. 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.
- B. Encourage a representative and broad base of community participation both within and beyond the CACs
- C. Provide a vehicle to incorporate and respond to public input in planning for the I-710 Corridor.
- D. Assist the OPC and the TAC in educating and communicating information about the I-710 Program.
- E. Promote constructive dialogue in an environment of trust, credibility and mutual respect in the community outreach process and in the transportation planning process.
- F. Strive to understand and reconcile diverse interests and objectives.
- G. 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.
- H. 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.



II. Recommended Initial Two-Tiered CAC Structure

Tier One – Community Level

Tier One will consist of community level Community Advisory Committees. The Communities are the 14 corridor cities and two unincorporated areas, with the understanding that the City of Long Beach may identify no more than four impacted communities based on the length (8 miles) of the freeway frontage within that City.

Each Corridor Community may, through its City Council (or for unincorporated areas through its County Supervisor), establish a community 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 Corridor city councils, as well as the unincorporated area in East Los Angeles, have already developed such committees or are in the process of doing so. For directly impacted communities (those where potential right-of-way needs have been identified), the professional outreach facilitators will assist in forming a Tier One Committee if the City Council or County Supervisor has not done so. For indirectly impacted communities (those where no potential right-of-way needs have been identified), the formation of a Tier One Committee will be optional.

Members of Tier One Committees will be drawn from impacted neighborhoods and are encouraged to incorporate representation from existing neighborhood-based associations. Each Tier One committee will elect a chairperson to guide the meetings and reconcile issues.



Tier Two –Corridor Level

The Corridor Level Advisory Committee is a broad based corridor-wide body. The initial membership will consist of:

- The Chair of each Tier One Committee
- For each Community that does not have a Tier One Committee, a member appointed by the City Council or County Supervisor.
- No more than 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
The Chair of the I-710 Enhancement Committee

In order to empower the CAC to engage additional perspectives or interests that it deems important,, the OPC will delegate to the CAC the authority to appoint, by $\frac{3}{4}$ vote, up to 10 additional members for a total CAC not to exceed 47 members.

With the professional facilitator as a resource, this Advisory Committee will structure itself and its work based on key issue areas that are identified by the Tier One Grass Roots committees. These issue areas might include:

Health/Environment/Quality of Life
Mobility (Congestion/Safety/Access)
Economic Development
Land Use/Urban Design

The structure should include procedures and mechanisms to encourage consensus building in the development of the hybrid alternative. This consensus building process must be most sensitive to the input of the directly impacted communities. The procedures and mechanisms to ensure accurate communications with the OPC will need to be codified and presented to the OPC for ratification.

Tier 2 Committee	
	16 to 19 Community Representatives
+	Up to 15 OPC-appointed Stakeholders
+	Up to 10 CAC appointees
	<hr/>
	Up to 44 identified members



III. Feedback Loops

The Community Level Committees provide direct input to the Corridor Level Committee, which in turn is charged with providing input directly to the OPC. The Corridor Level Committee is also charged with providing feedback to the Community Level Committees.

IV. 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 is recommended that professional facilitators be used to implement the proposed CACs. These facilitators would work 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 are brought forth.

Additionally, as the OPC has experienced, the process of transportation planning is complex and is interwoven with other complex systems and concerns. For these reasons, the community participation process must continually evolve and needs to employ modern communications techniques. The use of experienced and objective and professional facilitators can assist decision makers in the identification and resolution of issues that are critical to the success of the undertaking.