



**GATEWAY CITIES**  
COUNCIL OF GOVERNMENTS

September 2, 2020

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

Mr. Phil Washington, CEO  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Washington:

**Request to Delay Release of the I-605 Corridor Improvement Project  
Environmental Impact Statement/Report**

The Gateway Cities COG Board supports the following Motion unanimously approved by the I-605 Corridor Cities Committee August 26, 2020:

**To request a delay to the release of the I-605 EIS/EIR and to incorporate a local option alternative within the document that reflects the Guiding Principles (attached) adopted by the SR-91/I-605/I-405 Corridor Cities Committee on October 18, 2007.**

We were recently made aware that the environmental documents for the I-605 corridor project will contain build alternatives with a very large footprint. The footprint is larger than expected and could involve the taking of hundreds of homes in jurisdictions along the corridor (See attached Anticipated ROW Impact slide)

This information about the project impacts was made available through recent project briefings offered by Metro. This situation arose despite I-605 and COG staff consistent participation in Project Development Team meetings and Metro's efforts to communicate information regarding the project.

COG staff has met with Metro highway project staff to express our concerns. From them, we understand that these large Build alternatives have been designed to meet the policy objectives and design requirements of FHWA, US EPA, Caltrans, and Metro Board.

While we appreciate that the policy objectives of these agencies are important and should be reflected in one or more build alternatives, we also believe that the community concerns must be addressed and that a build alternative reflecting these

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concerns can be created and negotiated while still meeting the majority of the agencies' goals.

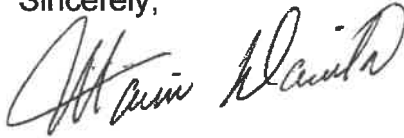
We further understand that in reality, there will be insufficient funding to build any maximum alternative. However, even if there should someday be enough funding, a context-sensitive alternative is needed to address the local priorities as expressed in the Principles.

It's our expectation that Metro will work with the I-605 TAC, CCC and individual corridor jurisdictions as well as the COG to develop details of a reasonable locally supported alternative.

In order to accomplish this collaboration, we request that the release of the environmental documents be delayed until a collaboratively developed local option can be articulated. We fully understand that there might be significant cost and time delays associated with this request.

If you wish to discuss this further please contact our Executive Director, Nancy Pfeffer at 562 663 6850.

Sincerely,

A handwritten signature in black ink, appearing to read "Maria Davila". The signature is fluid and cursive, written over a white background.

Mayor Maria Davila, President  
Gateway Cities Council of Governments

cc: Board of Directors Gateway Cities Council of Governments  
Metro Board Members: Supervisor Janice Hahn, Supervisor Hilda Solis,  
Supervisor Mark Ridley-Thomas & Mayor Robert Garcia  
SR-91/I-605/I-405 Corridor Cities Committee & TAC

Attachments: SR-91/I-605/I-405 Guiding Principles  
Anticipated Right-of-Way (ROW) Impacts

## **SR-91/I-605/I-405 GUIDING PRINCIPLES**

**Adopted by the SR-91/I-605/I-405 Corridor Cities Committee on October 18, 2007**

Continued mobility is essential to preserving local economies and enhancing quality of life in the Gateway Cities and Southern California. Since it is not possible to build our way out of goods movement-related congestion via freeway construction without major disruption to these economies and this quality of life, the Corridor Cities Committee adopts the following Guiding Principles for SR-91/I-605/I-405 Corridors:

1. Confine new freeway construction (including adding lanes) to existing State right-of-way in order to preserve and enhance local economies and environments.
2. Address freeway operational deficiencies, relieve freeway congestion “hot-spots” and decrease the impact of truck bypass traffic on communities as soon as possible.
3. Secure funding for major corridor studies and improvements as soon as possible without affecting the funding for the I-5 or I-710 Freeway improvements
4. Support a separate freight movement corridor provided it is evaluated and constructed along non-freeway (e.g., rail or utility) alignments using minimally or non-polluting technologies.
5. Implement additional Intelligent Transportation Systems (ITS) improvements in the SR-91/I-605/I-405 Corridor and advocate a broader regional approach to support this initiative.
6. Continue MTA/OCTA/GCCOG inter-county transportation planning efforts.
7. Collaborate with SGVCOG to engage MTA in immediate development of Los Angeles County Goods Movement Strategy.
8. Aggressively advocate with all responsible agencies to preserve and enhance health and quality of life in the corridor.
9. Engage corridor cities in an ongoing process of city consultation and interactive communication.

# Anticipated Right-of-Way (ROW) Impacts



## Potential impacts listed in order for Alt. 2 | Alt. 3 | Alt. 4

Jurisdiction	Full Acquisition	Partial Acquisition	Permanent Easement & Temporary Construction Easement (TCE)
Baldwin Park	3   3   3	5   5   5	10   10   10
El Monte	8   8   8	27   27   27	10   10   10
Downey**	253   257   257 (242   246   246)	51   49   49 (48   46   46)	186   184   184 (227   225   225)
Industry	3   3   3	34   34   33	20   20   21
Norwalk	19   23   23	35   36   36	60   69   69
Pico Rivera	5   5   4	16   15   15	8   8   9
Santa Fe Springs	41   53   53	43   47   47	79   77   77
South El Monte	11   11   11	10   10   10	14   14   14
Whittier	1   1   1	7   7   6	11   11   12
Unincorporated LA County	22   22   22	100   104   101	144   140   137
<b>Total***</b>	366   386   385 (355   375   374)	328   334   329 (325   331   326)	542   543   543 (583   584   584)

\* Alt. 1 has no ROW impacts, so it is not shown in table.

\*\* Option A shown in (#) format, only when different.

\*\*\* Property acquisitions will not happen until funds are available for the implementation of projects