September 2, 2020

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
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,

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.

## Anticipated Right-of-Way (ROW) Impacts

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

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Full Acquisition</th>
<th>Partial Acquisition</th>
<th>Permanent Easement &amp; Temporary Construction Easement (TCE)</th>
</tr>
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<tbody>
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<td>El Monte</td>
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<tr>
<td>Downey**</td>
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<td>257</td>
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<td></td>
<td>(242</td>
<td>246</td>
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<td>Whittier</td>
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<td>Unincorporated LA County</td>
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</tr>
<tr>
<td><strong>Total</strong>*</td>
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<tr>
<td></td>
<td>(355</td>
<td>375</td>
<td>374)</td>
</tr>
</tbody>
</table>

* 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.