

# I-710 WINTER 2006 NEWSLETTER

## CORRIDOR

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### [Project Committee Selects Co-Chair; Approves Community Participation Framework](#)

The I-710 EIR/EIS Project Committee met on September 14, 2006 and elected Long Beach Mayor Bob Foster as its new Co-Chair from the southern area of the I-710 corridor. Mayor Foster replaces former Co-Chair Frank Colonna. Mayor Foster expressed his commitment to improving the I-710 corridor and his appreciation at being entrusted with this regional leadership role. The Co-Chair from the northern area of the corridor is City of Commerce Mayor Nancy Ramos. In addition to presiding over the business of the Project Committee, Co-Chairs Foster and Ramos will represent the Project Committee on the I-710 EIR/EIS Executive Committee.

The majority of the meeting was devoted to the Community Participation Framework for the EIR/EIS. Members approved the Community Participation Framework with a number of amendments, one of which clarifies the Committee's right to amend the Framework as may be appropriate over the course of the EIR/EIS. The Committee also confirmed its intent to assure that non-English speaking community members are able to participate in the community outreach process. See article below to learn what the new Framework holds in store.

### [I-710 EIR/EIS Executive Committee Meeting Recap](#)

The I-710 Executive Committee met for the second time on September 28, 2006, and elected Metro Board Director Don Knabe as its Chair and City of Commerce Mayor Nancy Ramos as its Vice-Chair. Following a report by the Co-Chairs of the Project Committee, the Committee received a report on alternative technologies from S. David Freeman, Chair of the

Port of Los Angeles Harbor Commission. In addition Metro staff presented the Community Participation Framework, as amended and adopted by the Project Committee, and gained concurrence of the Executive Committee to proceed. Gateway Cities Council of Governments provided the Committee a quarterly update of the Compendium of Near-Term Air Quality Improvements, and advised the Committee that the Metro Board had committed \$75,000 to initiate the COG's Corridor Air Quality planning effort. The next meeting of the Executive Committee has been tentatively scheduled for January 25, 2007.

### Community Participation Framework

Readers familiar with the Tier 1 and Tier 2 structure of the I-710 Major Corridor Study will find something old and something new in the Community Participation Framework for the I-710 EIR/EIS.

The old: Borrowing from principles developed in the prior phase of work, Corridor Communities will establish Local Advisory Committees (LACs), and each City Council will determine the details to fit its own community and make the appointments to the LAC. For East Los Angeles, County Supervisor Gloria Molina will appoint LAC members. In a procedure that will also be familiar, the Chair of each LAC will represent his or her community on a Corridor Advisory Committee (CAC). Additionally, the CAC will include the Chair of the I-710 Technical Advisory Committee and will have up to five stakeholder members appointed by the I-710 EIR/EIS Project Committee.

The new: Some new features have been incorporated into the outreach process that reflect the greater complexity of the EIR/EIS phase of work. Three Subject Working Groups will be formed: (1) Environment -- to discuss health, air quality and watershed issues (2) Transportation -- to discuss transit, transportation demand management, transportation system management, new transportation technology, regional traffic, local street and arterials, and freeway improvement designs, and (3) Community Design and Local Economics -- to discuss enhancements, streetscapes, jobs, training, economic development, and project finance.

The Project Committee will appoint up to ten stakeholders to each Subject Working Group (SWG). Each group will also include a representative of the TAC and a representative from each LAC. Each SWG in turn will send five representatives to the CAC where they will round out that group with stakeholder perspectives.

The primary responsibility of each of the Committees is to provide input into Program Documents including, but not limited to, the Mitigation Monitoring Report and Plan and the Draft EIR/EIS, while they are still in the outline or draft stage.

### Metro Releases Requests for Proposals (RFPs)

On November 17, 2006, Metro released an RFP for preparation of an Environmental Impact

Report and Environmental Impact Statement (EIR/EIS), and on November 20 released an RFP for Facilitation of Community Participation in the EIR/EIS. Each of these RFPs may be downloaded from the Metro website ([www.metro.net](http://www.metro.net) - Current Solicitations). All proposals are due to Metro in early January 2007. Given the high profile of the I-710, Metro is expecting significant interest from environmental, engineering and community relations firms to participate in this work. Following proposal evaluations, consultant interviews and selection, staff is expected to request Metro Board authorization to proceed with the work in May 2007.

### **Ports Clean Air Action Plan**

The update on the Compendium of Near Term Air Quality Improvements presented to the I-710 Executive Committee in September 2006 noted that the Ports of Long Beach and Los Angeles had joined together to develop a Clean Air Action Plan. In a historic joint meeting on November 20, 2006, the two Boards of Harbor Commissioners formally adopted the Plan. The Mayors of Long Beach and Los Angeles were both present to endorse the Plan and urge the Commissions to take action. The Commissioners received four hours of testimony before their unanimous vote in support of the Plan.

The Plan was developed with the input and cooperation of the South Coast Air Quality Management District, the California Air Resources Board and the U.S. Environmental Protection Agency. But instead of relying on regulations as these agencies generally do, the Plan relies on the Ports' role as landlords and their ability to include new requirements in their land leases for port terminals. In this way, the Plan is closely tied to the future growth and development of the Ports. Additionally, the Ports may impose requirements through tariffs.

In addition to leveraging their influence as landlords, the Ports will provide funding of \$400 million toward emissions reduction measures over the next five years. Much of this investment will go toward replacing older heavily polluting trucks that travel the I-710. The Ports have also committed to testing of alternative technologies for use in freight movement.

The Plan addresses air emissions from trucks, trains, ocean-going ships, harbor craft and cargo handling equipment. Significant reductions in particulates, nitrogen oxides and sulphur oxides are expected by the fifth year of the Plan, 2011. Perhaps most importantly, the Plan includes measurement and reporting of actual progress enabling the community to observe the combined results of growth and emissions reductions. Similarly, the Ports will be better able to ascertain effectiveness of programs and adjust them as may be necessary.

### **Voters Approve Transportation Bond Measures**

On November 7, 2006, California voters passed two propositions that will provide billions of dollars in improvements to the state's transportation network. Proposition 1A, which prohibits use of the state sales tax on motor vehicle fuels for any purpose other than transportation improvements, was adopted with the support of 76.5% of Californians. Proposition 1B,

which provides nearly \$20 billion in bonds for transportation improvements, was supported by over 61% of the voters. The bonds will assist transportation agencies in making major investments in various highway and transit projects.

On November 8, 2006, the California Transportation Commission adopted Proposition 1B's Corridor Mobility Improvement Account guidelines. The \$4.5 billion statewide program is the first category to be available from the \$19.9 billion Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. The funds in the Corridor Mobility Program will be available to the CTC upon appropriation in the annual Budget Act by the Legislature and may be allocated for performance improvements on the state highway system or its major arterials. Proposition 1B mandates that the CTC allocate funds from the Corridor Mobility program to projects after reviewing project nominations submitted by Caltrans and regional agencies like Metro. Nominations for project funding are due by January 15, 2007 and the CTC will adopt the Corridor Mobility Program of projects on February 28, 2007. Metro staff members have worked closely with Caltrans to jointly develop Los Angeles County's proposed \$1.7 billion Corridor Mobility Program nominations. This funding mechanism could provide over \$1 billion for needed mobility improvements on the state highway system in Los Angeles County.

### [Remembering Tom Houston](#)

The I-710 Corridor communities lost a good friend and advocate with the passing of Thomas George "Tom" Houston on October 28, 2006 at the age of 74. During the I-710 Major Corridor Study, Tom served as the Compton representative on the Tier 2 Community Advisory Committee whenever his health permitted. Tom's service on the Tier 2 Committee was only the latest in a history of community service during the five decades he lived and worked in Compton.

Tom Houston brought a wealth of experience and variety of perspectives to his service on the Tier 2 Committee. These include his Korean War service in the United States Navy; his service as a Compton Police Reserve Officer and subsequently as one of the Department's first four African American Police Officers; his experience as a small business owner (Compton Detective Agency and Security); and his experience as a community improvement activist who served his church, his Block Club and his City, including his active participation as a member of the Compton Creek Task Force. His wealth of experience and insight, as well as his calm but firm advocacy, will be missed.

Condolences go out to his wife of 50 years Jezola (Jo) Houston, their children Donna Alysa Houston Sherrard and Larry Vincent Houston of Long Beach and Regan Lee Houston of Las Vegas, as well as their extended family and friends.