

5.0 COMMENTS AND COORDINATION

5.1 INTRODUCTION

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners to determine the necessary scope of environmental documentation and level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including an extensive multi-tiered community participation process with numerous public meetings and interagency coordination meetings. This chapter summarizes the results of the efforts by the California Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transportation Authority (Metro), and the Interstate 710 (I-710) partner agencies to fully identify, address, and resolve project-related issues through early and continuing coordination.

5.2 SCOPING PROCESS

5.2.1 NOTICE OF PREPARATION/NOTICE OF INTENT

The scoping process for the I-710 Corridor Project was initiated with the preparation and distribution of a Notice of Preparation (NOP) and the publication of a Notice of Intent (NOI) in the Federal Register.

The NOP was posted at the State Clearinghouse (SCH No. 2008081042) and circulated to public agencies and other interested parties in compliance with Section 15082 of the CEQA Guidelines on August 15, 2008. The NOP notified the public of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) being prepared, along with the scoping meeting locations and how to provide comments on the project. A copy of the NOP and the responses to the NOP are provided in Appendix J.

The NOI was published on August 20, 2008, in the Office of the Federal Register in compliance with Federal Regulation 40 Code of Federal Regulations (CFR) 1508.28. The NOI included the background of the project, the purpose and need, a brief description of the proposed alternatives, information regarding the scoping meeting locations, and how to provide comments on the project. A copy of the NOI and the responses to the NOI are provided in Appendix J.

Twenty-five comments were received from Federal, State, and regional/County agencies, as well as members of the public, in response to the NOP and/or NOI. Key issues included but are not limited to: alternatives; air quality and public health impacts; biological resources; noise; traffic impacts; environmental justice; and mitigation.

5.2.1 NOTICE OF SCOPING/INITIATION OF STUDIES LETTERS

Caltrans also distributed Notice of Scoping/Initiation of Studies letters to officially inform agencies, groups, organizations, and other interested parties of the initiation of studies for improvements to I-710. The notice stated that Caltrans would be preparing a Draft EIR/EIS to evaluate the anticipated environmental effects and recommend measures to mitigate those effects pursuant to CEQA and NEPA. A total of 288 notices were sent to elected officials, agencies, and interested parties.

5.2.2 SCOPING MEETINGS

Public scoping meetings were held on September 9, 10, and 11, 2008, from 6:30 to 8:30 p.m. at Rowan Elementary School in East Los Angeles, Progress Park in the City of Paramount, and Cabrillo High School in Long Beach, respectively. Several methods of notification were used in addition to the publication of the NOP and NOI to notify the public of the scoping period and meetings: a newsletter, email, public notices (*Los Angeles Times*, *Long Beach Press Telegram*, *Mundo LA*, *Los Angeles Eastside Sun*, and *Los Angeles Watts Times*), and the project website.¹ Approximately 50 people each attended the September 9 and 10, 2008, public scoping meetings, and approximately 60 people attended the September 11, 2008, public scoping meeting. Spanish translators were at all three public scoping meetings, in addition to a Khmer translator at the scoping meeting in Long Beach.

The public scoping meetings included exhibit stations and presentations explaining the purpose of scoping, the project background, the project study area, the need and purpose of the I-710 Corridor Project, project alternatives, and key environmental issues to be addressed in the Draft EIR/EIS. Copies of the agendas, handouts, presentations, and sign-in sheets for each of the scoping meetings are included in Appendix J.

A total of 32 verbal comments were received at the scoping meetings, as well as 10 written comments. Key issues submitted by individuals included, but are not limited to, the following: air quality impacts, noise impacts, aesthetics, community impacts, environmental justice, alternatives, and public transportation.

5.3 SAFETEA-LU SECTION 6002 COORDINATION PROCESS

Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA pursuant to Section 6005 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Caltrans assumed all of FHWA's responsibilities under NEPA for

¹ http://www.metro.net/projects_studies/I710/default.htm.

projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under the Federal Highway Administration's (FHWA) Surface Transportation Project Delivery Pilot Program pursuant to 23 CFR 773, including the I-710 Corridor Project. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other Federal environmental laws pertaining to the review or approval of projects under the Pilot Program.

5.3.1 COOPERATING AND/OR PARTICIPATING AGENCIES

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002, Caltrans sent letters to Federal agencies, inviting them to be Cooperating and/or Participating Agencies for the EIR/EIS for the proposed project, and also sent letters to nonfederal agencies that may have an interest in the project in August 2008, inviting them to be Participating Agencies. A total of 67 agencies (7 Federal, 17 State, and 43 regional/County) were asked to accept or decline Caltrans' invitation to become a Cooperating and/or Participating Agency.

The United States Environmental Protection Agency (EPA) and the United States Army Corps of Engineers (USACE) accepted the invitation to become a Cooperating Agency and a Participating Agency. The Los Angeles Department of Public Works (LADPW), the Los Angeles County Department of Regional Planning, the Sanitation Districts of Los Angeles County, the City of Lynwood, the City of Vernon, and the Alameda Corridor Transportation Authority all accepted their invitation to become a Participating Agency. Both the United States Fish and Wildlife Service (USFWS) and the United States Department of Homeland Security-Federal Emergency Management Agency (FEMA) declined their invitations to be Cooperating Agencies; however, the USFWS accepted the invitation to be a Participating Agency. Copies of these response letters are provided in Appendix J. No other responses were received. Pursuant to SAFETEA-LU Section 6002, an agency's nonresponse is considered an acceptance of the invitation.

5.3.2 AGENCY INVOLVEMENT

Opportunities for involvement by cooperating and participating agencies for the I-710 Corridor Project have been provided during development of the project purpose and need, the range of alternatives, and the methodology for analyzing alternatives. The following correspondence has been exchanged between Caltrans and the cooperating and participating agencies (copies of all correspondence are provided in Appendix J):

- In February 2009, Caltrans submitted letters requesting agency review and comment on the I-710 Corridor Project Purpose and Need. Comments were received by three agencies: the DPW, the USACE, and the EPA.

- In March 2010, Caltrans submitted letters responding to the comments received on the Purpose and Need, as well as requesting review of the range of alternatives and methodology for analyzing alternatives.
- On July 8, 2010, Caltrans sent letters to all cooperating and participating agencies to update them on the project status, to provide the final Purpose and Need Statement, and to solicit comments on project alternatives and study methodologies.
- On August 4, 2010, the Los Angeles County Sanitation District provided a response to Caltrans' July 8, 2010 letter.
- On August 10, 2010, the Los Angeles County Department of Public Works provided a response to Caltrans' July 8, 2010 letter.
- On August 11, 2010, the Los Angeles County Department of Regional Planning provided a response to Caltrans' July 8, 2010 letter.
- On August 11, 2010, the City of Los Angeles Department of Water and Power provided a response to Caltrans' July 8, 2010 letter.
- On August 12, 2010, the USFWS provided a response to Caltrans' July 8, 2010, letter.
- On August 20, 2010, the EPA provided a response to Caltrans' July 8, 2010, letter.
- On August 24, 2010, the Los Angeles County Fire Department provided a response to Caltrans' July 8, 2010 letter.
- On September 13, 2010, the USACE provided a response to Caltrans' July 8, 2010, letter.
- On September 1, 2010, Caltrans provided a response to the City of Los Angeles Department of Water and Power letter of August 11, 2010.
- On February 8, 2011, Caltrans submitted a request for a Jurisdictional Determination to USACE.
- On March 22, 2011, the EPA submitted a letter requesting a project status update and a response to their letter of August 20, 2010.
- On March 24, 2011, a conference call was held by Caltrans and consultant staff with Sally Brown of the USFWS to brief her on the project and discuss her concerns on the project. During the call, it was agreed that Section 7 consultation and submittal of Draft

the Biological Assessment should be initiated once a preferred alternative is identified after the public review of the Draft EIR/EIS.

- On June 28, 2011, Caltrans held a project status meeting and invited all cooperating and participating agencies to attend. The meeting invitation, meeting agenda, and meeting summary are provided in Appendix J.
- On February 2, 2012, Caltrans sent copies of the Second Administrative Draft EIR/EIS to EPA, USACE, and USFWS for review. On February 29, 2012, USFWS provided a comment letter via email, on March 9, EPA provided a comment letter, and on April 26, 2012, USACE provide a comment letter (the letter was addressed to Metro, and Caltrans received a copy).
- The comments raised in the email received from USFWS on February 29, 2012, have been addressed in this Draft EIR/EIS.
- Caltrans provided a response to comments matrix to address the EPA comments from their letter of March 9, 2012. As noted in this matrix (provided in Appendix J of this Draft EIR/EIS), the comments were grouped into three categories: Category 1 (comment was addressed and changes made in the Draft EIR/EIS), Category 2 (comment has not been addressed in the Draft EIR/EIS, but Caltrans may address in the Final EIR/EIS if EPA still has the same concern after their review of the Draft EIR/EIS), and, Category 3 (comment was not addressed in the Draft EIR/EIS because they do not comply with Caltrans/FHWA policies and procedures and/or are not consistent with the technical study protocols developed for the EIR/EIS. These responses were discussed in a conference call between Caltrans and EPA on May 3, 2012. EPA appreciated Caltrans responses on the Category 1 comments but requested that the Category 2 comments also be addressed in the Draft EIR/EIS. Caltrans responded that they felt the analyses presented in the Draft EIR/EIS provided sufficient public disclosure of project impacts and proposed mitigation measures, as well as providing sufficient information for comparing alternatives and selecting a preferred alternative.
- Metro provided a response letter dated June 8, 2012, addressing the comments in the USACE letter of April 26, 2012.
- On June 8, 2012, USACE issued an Approved Jurisdictional Determination letter for the I-710 Corridor Project.

Copies of all agency correspondence under the SAFETEA-LU Section 6002 coordination process are provided in Appendix J.

5.4 AGENCY COORDINATION MEETINGS

The following is a description of the various agency coordination meetings held for the I-710 Corridor Project:

- **I-710 Funding Partner Meetings:** The I-710 Funding Partner agencies include Metro, Caltrans, the Gateway Cities Council of Governments (GCCOG), the Port of Los Angeles (POLA), the Port of Long Beach (POLB), the Southern California Association of Governments (SCAG), and the Interstate 5 Joint Powers Authority (I-5 JPA). These agencies have entered into a partnership agreement with Metro. Funding Partner representatives meet monthly to review project status, discuss critical issues, and develop presentations, recommendations, and responses to address the interests of the various committees.
- **USACE:** Periodic meetings are held between the Project Team and USACE to discuss alternative project designs and impacts to flood control facilities in USACE jurisdiction, in particular the levees along the Los Angeles River. The most recent meeting between the Project Team and USACE was on February 2, 2012, at the USACE offices in Los Angeles, CA. Representatives from Los Angeles County Flood Control District (LACFCD) also attended. At this meeting, the Project Team presented the most current engineering drawings of the I-710 Corridor Project features that would impact USACE facilities along the Los Angeles River and submitted a set of them for USACE staff review. The status of the Draft EIR/EIS was also discussed and a copy of the Second Administrative Draft EIR/EIS was provided to USCAE staff for review.
- **I-710/I-5 Coordination Meetings:** Monthly meetings are held involving Caltrans, Metro, the GCCOG, the I-5 JPA, the City of Commerce, and the County of Los Angeles on behalf of East Los Angeles to discuss the I-710 and I-5 projects and to ensure coordination of project design, consistent treatment of issues of concern to the community, and the consistency of assumptions and technical analyses.
- **Los Angeles County Flood Control District:** Periodic meetings are held to discuss design and operational issues of concern to the Los Angeles County Flood Control District.
- **Los Angeles City Department of Water and Power (DWP):** Monthly meetings are held with Los Angeles City DWP to discuss DWP facilities that would be affected by the I-710 Corridor Project.
- **Southern California Edison (SCE):** Periodic meetings are held with SCE to discuss relocation requirements for SCE facilities for various alternatives, as well as to discuss

SCE technical requirements for evaluating proposed relocations and integration of facility relocations into the I-710 Corridor Project technical studies and Draft EIR/EIS. In February 2012, SCE reviewed the Visual Impact Assessment (VIA), Utility Impact Study and Chapters 1, 2 and Section 3.4 Utilities of the Second Administrative Draft EIR/EIS. Subsequently, SCE provided comments to the I-710 Corridor Project team, including a preliminary project description of all of their activities for relocation of 220-kilovolt (kV), 66 kV, and other facilities. This preliminary project description is included in Appendix J, Comments and Coordination.

- **Technical Advisory Committee (TAC):** The TAC provides a forum for interagency coordination with local and regional agencies. Monthly meetings are held to develop recommendations and provide technical direction to the I-710 project team. The TAC had substantial input on the roadway geometrics. Geometrics are reviewed with the TAC as a whole, as well as subgroups of TAC members representing various areas along the I-710 Corridor. In addition, individual meetings are held with affected jurisdictions to discuss specific design concerns for respective communities. The TAC is further discussed as part of the overall community participation process in Section 5.6.4.
- **Air Technical Working Group:** Four meetings were held from late 2008 to early 2009, with the Air Technical Working Group to seek agency input and consensus on the technical issues, approaches, and tools for assessing air quality impacts for the EIR/EIS, as well as for the Air Quality/Health Risk Assessment (AQ/HRA).
- **Historical Coordination:** Local historical societies and local governments were identified and invited to participate in the Section 106 process in accordance with 36 CFR Section 800.3(f)(1). On September 30, 2009, letters were sent to the consulting parties and other individuals and organizations likely to have knowledge of or concerns regarding historical properties in the area (*Historic Property Survey Report*; Galvin Preservation Associates 2010; Attachment F). The purpose of the letter was to seek information and identify any issues related to the undertaking's potential effects on historic properties as part of the process of identifying historic properties (36 CFR Section 800.4 (a)(3)). As a result of these coordination letters, historical consultation was conducted with the following groups and individuals in September and October 2009:
 - o Bellflower Heritage Society (16601 Civic Center Dr., Bellflower, CA 90706): No response was received.
 - o City of Bell Planning Department (Dennis Tarango, Director of Building & Planning, 6330 Pine Ave., Bell, CA 90201): No response was received.

- o City of Bell Gardens Community Development and Planning Division (Carmen Morales, Interim Community Development Director, 7100 S. Garfield Ave., Bell Gardens, CA 90201): No response was received.
- o City of Bell Gardens Cultural Heritage Board (Marta Solano, 7100 S. Garfield Ave., Bell Gardens, CA 90201): No response was received.
- o City of Carson Economic Development and Planning Division (Sheri Repp-Loadsman, Planning Manager, 701 E. Carson St., Carson, CA 90745): No response was received.
- o City of Commerce Community Development and Planning Division (Robert Zarrilli, Director, 2535 Commerce Wy., Commerce, CA 90040): Alex Hamilton, Assistant Director of Community Development for the City of Commerce, responded via telephone on October 29, 2009. Mr. Hamilton indicated the City does have criteria for local landmark designation; however, there are no properties listed or designated as historic resources at this time. He indicated that the Citadel and the train station might be on State or Federal lists of significance; however, both properties are at least 0.25 mile from the I-710 Corridor. He also noted that the Hobart Yard rail tower is a known resource outside of Commerce in the vicinity of either Vernon or East Los Angeles; however, that resource is also located outside of the I-710 Corridor Project APE.
- o City of Compton Planning and Economic Development Planning Division (Gay K. Morris, Interim Planning Director, 205 S. Willowbrook Ave., Compton, CA 90220): No response was received.
- o City of Lynwood Development Services Department (Karen Figueredo, Planning Assistant, 11330 Bullis Rd., Lynwood, CA 90262): No response was received.
- o City of Monterey Park Development Services Department Planning Division (Jim Basham, Planning Manager, 320 W. Newmark Ave., Monterey Park, CA 91754): No response was received.
- o City of Monterey Park Historic Heritage Commission (Harry Panagiotes, 320 W. Newmark Ave., Monterey Park, CA 91754): No response was received.
- o City of Paramount Community Development (Joe Perez, Community Development Director, 16400 Colorado Ave., Paramount, CA 90723): No response was received.

- o City of South Gate Community Development and Redevelopment Planning Division (Steve Lefever, Director of Community Development, 8650 California Ave., South Gate, CA 90280): Mr. Lefever sent a response via email on October 6, 2009. He stated that to the best of the City's knowledge, there are no "cultural resources" (i.e., prehistoric or historic archaeological sites, buildings, structures, or objects; unique ethnic cultural assets; or existing religious or sacred sites) within the I-710 Corridor Project boundaries.
- o City of Vernon Community Services Planning Division (Sergio Canales, Planning Assistant, 4305 Santa Fe Ave., Vernon, CA 90058): No response was received.
- o Historical Society of Long Beach (Julie Bartolotto, Executive Director, 4260 Atlantic Ave., Long Beach, CA 90807): No response was received.
- o Historical Society of Monterey Park (781 S. Orange Ave., Monterey Park, CA 91754): No response was received.
- o Historical Society of Southern California (Post Office Box 93487, Pasadena, CA 91120): No response was received.
- o Long Beach Heritage (Mary Kay Knottage, Executive Director, Post Office Box 92521, Long Beach, CA 90809): John Thomas, President of Long Beach Heritage, responded to the letter via email on October 8, 2009. Mr. Thomas requested that Long Beach Heritage be added to the distribution list for the Draft Environmental Impact Report and other documents. Mr. Thomas' contact information was sent to the appropriate project managers, and Long Beach Heritage was added to the distribution list.
- o Los Angeles Conservancy (Mike Buhler, Director of Advocacy, 523 W. 6th St., Ste. 826, Los Angeles, CA 90014): No response was received.
- o County of Los Angeles Regional Planning (Jon Sanabria, Acting Director of Planning, 320 W. Temple St., 13th Floor, Los Angeles, CA 90012): No response was received; and
- o City of Long Beach Development Services and Planning Bureau (Lynette Ferenczy, 333 W. Ocean Blvd., 4th Floor, Long Beach, CA 90802): Ms. Ferenczy responded via email on October 9, 2009, and on November 12, 2009. In her initial email, she requested detailed maps of the APE. Preliminary APE maps of the Long Beach area were sent to Ms. Ferenczy on October 16, 2009. These maps showed the Long Beach section of the project in detail. A follow-up email

was sent by Ms. Ferenczy on November 12, 2009, stating that there are no cultural resources located within the project APE; however, she did list nearby historic resources and a historic district located near but outside the APE.

5.5 NATIVE AMERICAN COORDINATION

Native American tribes, groups, and individuals were originally notified of the project during scoping in August 2008. Tribes, groups, and individuals were also contacted via a letter sent by certified mail on March 23, 2009, and again by either follow-up email or phone call on April 3, 6, 9, and 10, 2009, depending on whether a response to the letter was received:

- Los Angeles City/County Native American Indian Community, Ron Andrade, Director; Mr. Andrade will defer to Anthony Morales.
- Gabrielino Tongva Council/Gabrielino Tongva Nation, Sam Dunlap, Tribal Secretary; no response received.
- Ti'At Society, Cindi Alvitre; Ms. Alvitre recommends having mitigation measures in place in the event of cultural resources discoveries and would like to be notified of any discoveries.
- Gabrielino Tongva Indians of California Tribal Council: Robert Dorame, Tribal Chair/ Cultural Resources; Mr. Dorame would like to be notified of any cultural resource discoveries.
- Tongva Ancestral Territorial Tribal Nation, John Tommy Rosas; Mr. Rosas responded by email to request full Section 106 consultation and copies of all project-related documents. He also stated his opposition to the project as having the potential to result in "many negative impacts."
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson; Mr. Morales responded by telephone to state that he considers the area to be sensitive for cultural resources. He recommended monitoring by both a Native American and an archaeologist during all ground-disturbing activities. He would also like to be notified of any cultural resource discoveries.

Due to changes to the APE, the above individuals were contacted again by letter dated June 17, 2011. Mr. Morales responded by telephone on June 21, 2011, to state that the nature of his comments remain the same. Mr. Dunlap responded to say that he has no specific concerns. Follow up emails were sent to the remaining Native American contacts on July 6 and July 12,

2011. Mr. Rosas responded by email on July 12, 2011, to say that he has many concerns and he hopes they can be addressed. No further responses were received.

In July 2011, the project design was updated to include 35 intersections that were added to the APE. Three of these were later removed and 10 new intersections added in September 2011 for a total of 42 intersections added to the APE. Because 31 of the 35 intersections added in July 2011 are well outside of the APE that had thus far been referenced for consultation, a new SLF was requested on July 12, 2011. The NAHC responded on July 12, 2011, to state that the SLF did not identify any Native American cultural resources at any of the 31 locations. A new list of Native American contacts was also provided. The new list contained three additional parties that were not on the 2008 contact list that had been used previously for the consultation described above:

- Gabrielino-Tongva Tribe, Bernie Acuna
- Gabrielino-Tongva Tribe, Linda Candelaria, Chairwoman
- Gabrieleno Band of Mission Indians, Andrew Salas

Letters regarding the intersections were sent to all nine parties on July 15, 2011. The two letters from the previous consultation efforts were included for the three new consulting parties so that they would have all of the information necessary to comment. No initial responses were received from the nine consulting parties. Follow-up attempts to contact the individuals were made by telephone and email between July 25 and 29, 2011.

Two responses were received as a result. In a phone call on July 26, 2011, Anthony Morales stated that, as he has said previously, the I-710 served as an ancient travel corridor connecting the ocean and the interior, and also the Los Angeles River. He considers the entire area to be very sensitive for cultural resources due to this. Also, many of the neighborhoods in the project were built prior to environmental laws being enacted, and there would not be reports or other written evidence regarding cultural resources that could be disturbed. He cited the Alameda Corridor as an example because many resources were exposed during construction for that project. He feels that vigilance is necessary so that unknown resources are not impacted, and suggests spot-check monitoring by a Native American and an archaeologist. Sam Dunlap responded by email on July 28, 2011, to say that he would like to talk about this aspect of the project. A detailed voicemail that included the results of the records search was left for Mr. Dunlap on July 29, 2011. No further response has been received. Andrew Salas, Gabrieleno Band of Mission Indians, responded by email on August 3, 2011, to say that the proposed project is within a very culturally sensitive area that his people once inhabited. Numerous Native American village sites were located in this area due to the proximity of the nearby river and

associated food sources. His tribe is dedicated to protecting and preserving its history, and it is requesting that a Native American monitor from its group be present during all ground-disturbing activities.

Letters regarding ten additional existing intersections to be modified were sent to all nine groups on September 27, 2011. Anthony Morales responded on October 12, 2011, to state that he had no changes to his earlier comments. No other responses have been received to date (as of December 31, 2011).

5.6 COMMUNITY PARTICIPATION PROCESS

Through an extensive community participation framework, community participation activities for the I-710 Corridor Project have been designed to provide various community stakeholders the opportunity to work with the technical team throughout the process. The community participation framework for the I-710 Corridor Project is modeled on the program used to complete the I-710 MCS and is shown in Figure 5.1-1, Community Participation Framework. As shown in the figure, there are several Local Advisory Committees (LACs) and Subject Working Group (SWG) committees that make recommendations to the Corridor Advisory Committee (CAC), and both the CAC and the TAC make recommendations to the Project Committee, which in turn makes recommendations to the Executive Committee.

The public is invited to attend all of the committee meetings and is given the opportunity at these meetings to comment or express any concerns relative to the project. The following sections describe the committees in more detail, the frequency of the meetings, and the general topics discussed at the meetings.

5.6.1 LOCAL ADVISORY COMMITTEES (LACs)

The LACs represent each of the cities and unincorporated county areas along the I-710 Corridor and are comprised of representatives from each of these communities in the I-710 Corridor. There are a total of 13 LACs for the I-710 Corridor Project, and while some LACs include five to ten members, others include one or two representatives from the respective city staff. LACs have been formed in the following cities and communities: Bell, Bell Gardens, Carson, Commerce, Cudahy, East Los Angeles, Huntington Park, Lynwood, Maywood, Paramount, South Gate, and Vernon. The City of Long Beach has formed the I-710 Project Oversight Committee that serves as the City's LAC.

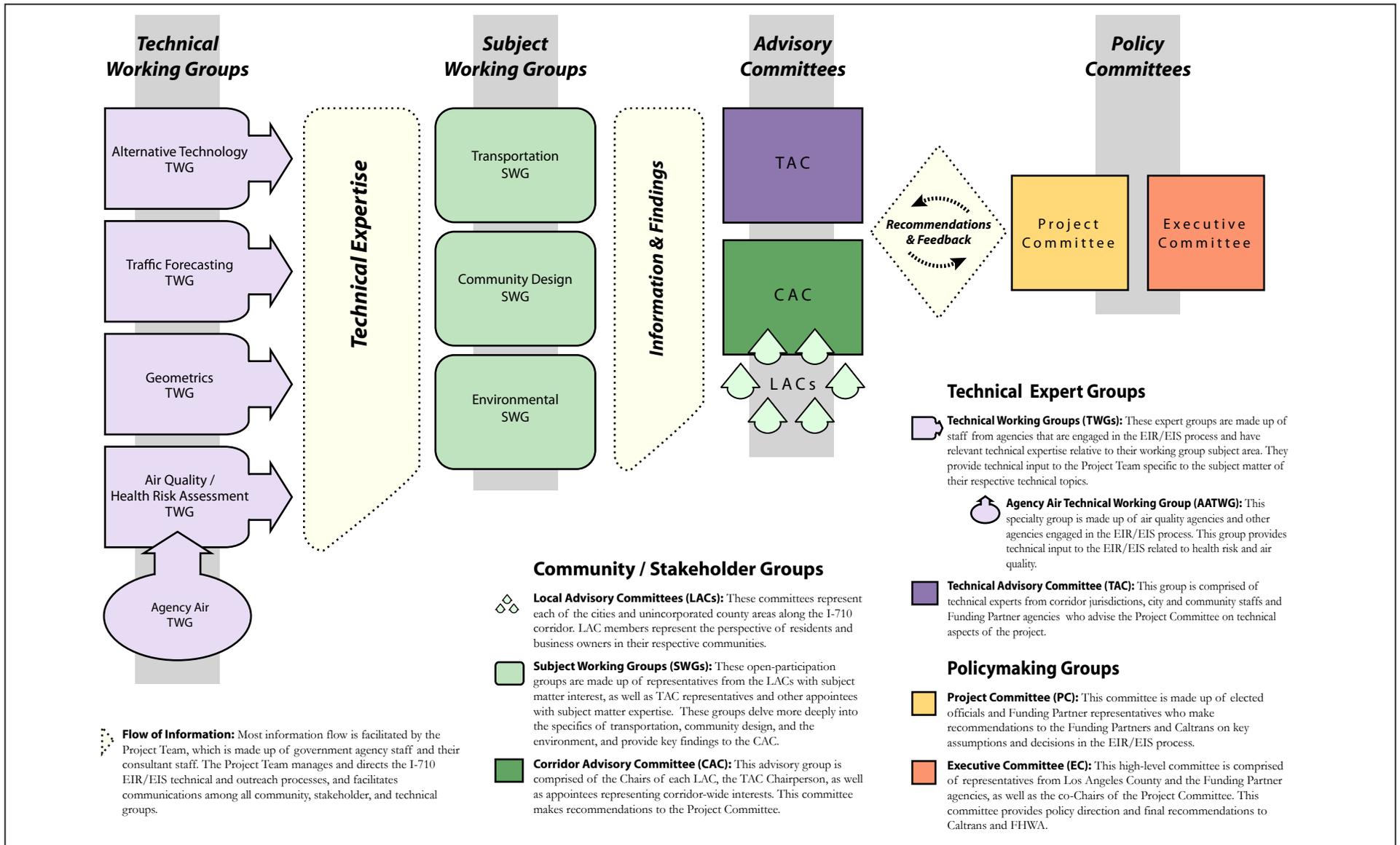


FIGURE 5.1-1
PRE-DELIBERATIVE DRAFT

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Different rounds of meetings held to discuss the project with the LACs are summarized below:

- From March to August 2008, prior to the review period of the NOP, 30 public participation meetings were held with the LACs, separate from the I-710 Corridor Project scoping meetings, to review the project with the affected communities.
- From January to May 2009, the LACs met up to three times each to review, discuss, and provide input on the proposed conceptual highway design (geometrics), technical studies informing the screening of alternatives, the alternative screening methodology and results, and the TAC's recommendation on alternatives for study in the EIR/EIS.
- From October to November 2009, each LAC reviewed its respective Community Profile, commented on the local sets of refined highway design (geometrics), and shared ideas for potential Early Action Projects for their communities.
- From November 2010 to April 2011, several LACs (South Gate, Carson, and Commerce) were convened so the project team could provide an overall update on the schedule for the Draft EIR/EIS, actions taken by the Executive Committee, and to review the proposed refinements to conceptual highway design (geometrics).

5.6.2 SUBJECT WORKING GROUPS (SWGs)

The SWGs are open-participation groups made up of representatives from the LACs, as well as other appointees with subject matter interest and expertise. The SWGs review transportation, community design, and environmental issues in greater depth than the LACs and provide key findings and recommendations to the CAC. There are three SWGs for the I-710 Corridor Project: environmental, community design/economy, and transportation, and the following are descriptions of each:

- The Environmental SWG (ESWG) has met 11 times since late 2008 to review, discuss, and/or make recommendations on the following topics: AQ/HRA protocol; Air Quality Action Plan (AQAP); and EIR/EIS topic areas and supporting studies, including Environmental Justice issues and community impacts, alternative goods movement technology, air quality significance thresholds, construction impacts, and near-source modeling of projected freeway air emissions. The ESWG also received background information on other EIR/EIS topic areas addressed in the technical studies including water and hazardous materials.
- The Community Design/Economy SWG (CSWG) has met nine times since late 2008 to review, discuss, and/or make recommendations on the following topics: corridor themes

and aesthetics, aesthetic and enhancement principles, sound walls, and key views for the Visual Impact Assessment prepared for the I-710 Corridor Project.

- The Transportation SWG (TSWG) has met nine times since late 2008 to review, discuss, and/or make recommendations on the following topics: alternative screening methodology; review of several technical studies, including the Railroad Goods Movement and Initial Feasibility Analysis, alternative goods movement technology, rail yard gate survey, traffic forecasting, updated cargo forecasts for the Ports, and providing power supply for the proposed zero-emission goods movement technology, public/private partnership opportunities including tolling, zero-emission best practices, and updated traffic forecasts.

5.6.3 CORRIDOR ADVISORY COMMITTEE (CAC)

The CAC is an advisory group comprised of the Chairs of each LAC and the TAC, as well as other appointees representing corridorwide interests. The CAC also makes recommendations to the Project Committee and meets on a monthly basis to review topics discussed at the LAC, SWG, and TAC meetings. The CAC has met twenty-three times since late 2008 to review and discuss the topics including the following: alternatives, conceptual highway designs (geometrics), air quality significance thresholds, air quality monitoring stations at schools, potential highway and arterial urban design enhancements, information on goods movement cases studied and best practices, and a health impact assessment.

5.6.4 TECHNICAL ADVISORY COMMITTEE

The TAC is comprised of technical experts from corridor jurisdictions, city staff, and Funding Partner agencies and advises the Project Committee on technical aspects of the I-710 Corridor Project. The TAC meets on a monthly basis and has met 39 times since 2008 to review, discuss, and/or make recommendations on the following topics: port cargo, traffic demand forecasts, alternative screening methodology, alternative screening recommendations, AQ/HRA protocol, tolling scenario for goods movement, and construction staging options.

5.6.5 PROJECT COMMITTEE

The Project Committee is made up of elected officials and Funding Partner representatives and makes recommendations to the Funding Partners and Caltrans on key assumptions and decisions in the EIR/EIS process. The Project Committee has met 12 times since mid-2008 to review and discuss advisory committee recommendations, port cargo forecasts, alternative screening methodology and recommendations, conceptual highway designs (geometrics), AQ/HRA protocol, urban design concepts, and a tolling scenario for goods movement.

5.6.6 EXECUTIVE COMMITTEE

The Executive Committee is a high-level committee comprised of representatives from the Metro Board of Directors and the Funding Partner agencies, as well as the co-Chairs of the Project Committee. The Executive Committee provides policy direction and final recommendations to Caltrans and the FHWA. The Executive Committee has been convened three times to receive an update on the project and the work of the committees.

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