



FINAL REPORT

SCOPING SUMMARY REPORT WBS ID:165.05.10-100

Prepared for



Los Angeles County
Metropolitan Transportation Authority

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EXECUTIVE SUMMARY

INTRODUCTION

The California Department of Transportation (Caltrans) is working to study alternatives for constructing freeway improvements to Interstate 710 (I-710) from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in Los Angeles County, California. Figure ES-1 depicts the I-710 Corridor Project study area. Alternatives initially under study include: (1) the No Build Alternative; (2) Transportation Systems Management/Transportation Demand Management; (3) Goods Movement Enhancement by Rail and/or Advanced Technology; (4) Arterial Highway and I-710 Congestion Relief Improvements; (5) Mainline I-710 Improvements with 10 general-purpose lanes and no carpool lanes; (6) Mainline I-710 Improvements with 8 general-purpose lanes and 1 carpool lane in each direction; and (7) the Locally Preferred Strategy (LPS) Hybrid Design (I-710 Mainline Improvements with the addition of a 4-lane separated freight movement facility).

The purpose of the I-710 Corridor Project is to (1) improve air quality and public health, (2) improve traffic safety, (3) address design deficiencies of the existing I-710 freeway, (4) address projected traffic volumes, and (5) address projected growth in population, employment, and economic activities related to goods movement.

A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is being prepared for the I-710 Corridor Project. The first step in preparing the Draft EIR/EIS is conducting scoping in order to describe the proposed project and to solicit input from the general public and public agencies regarding the project purpose and need, the proposed alternatives, and the scope of the analysis to be included in the Draft EIR/EIS.

The California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) both allow for and encourage public participation during the environmental evaluation phase of any transportation project. The initial step in this public process is called "scoping." Scoping focuses on defining the environmental issues and alternatives that should be examined in the CEQA/NEPA process. Identification of other related projects is also important. This report summarizes the scoping outreach activities, distribution of notices and their responses, and the comments received during the I-710 Corridor Project scoping period from August 15 to September 30, 2008.

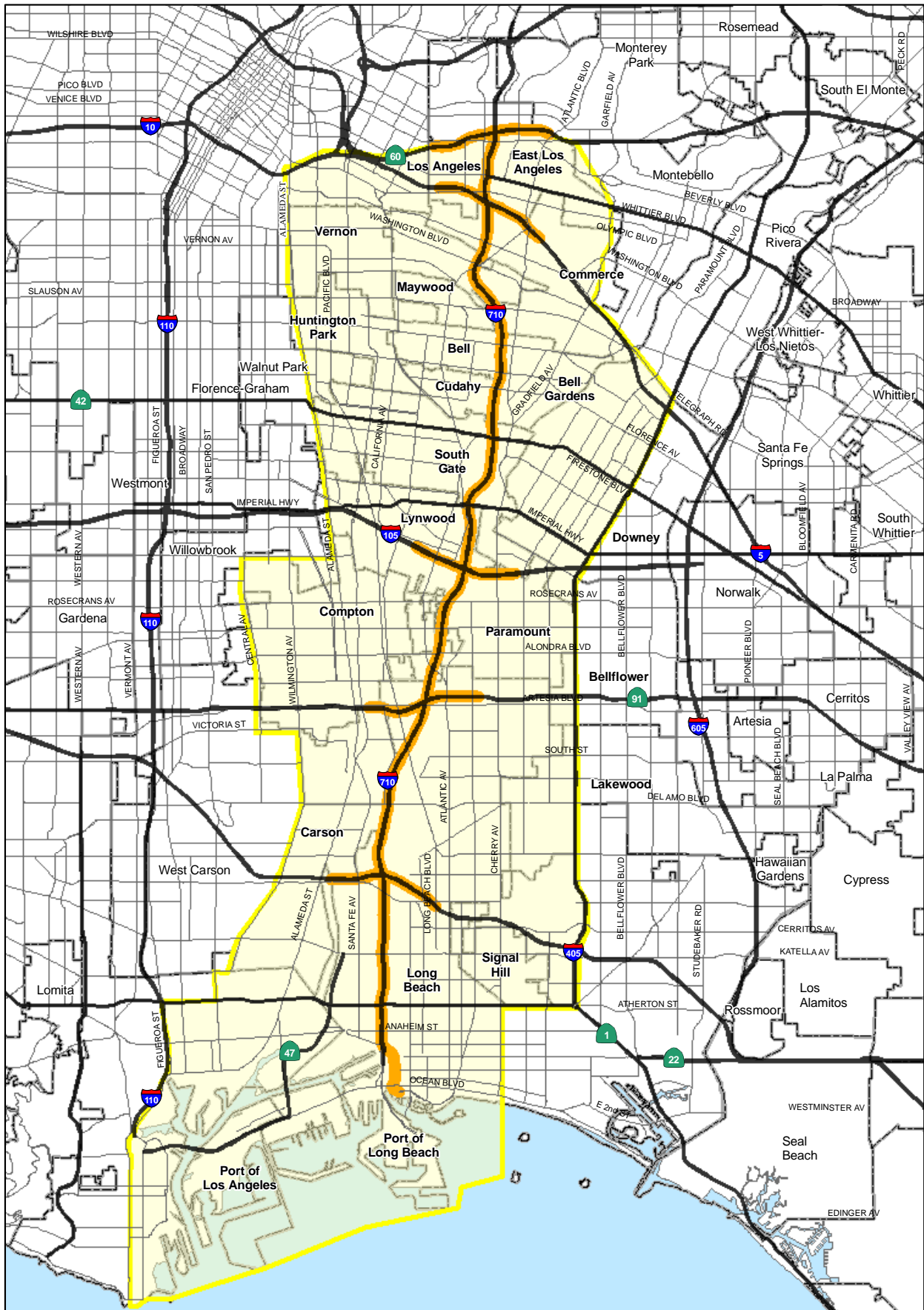
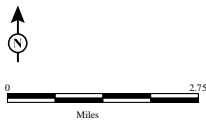


FIGURE ES-1





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 #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 EIR/EIS being prepared along with the scoping meeting locations and how to provide comments on the project.

The NOI was published on August 20, 2008, in the Office of the Federal Register in compliance with federal regulation 40 CFR 1508.28. The NOI included background of the project, purpose and need, brief description of the proposed alternatives, information regarding the scoping meeting locations, and how to provide comments on the project.

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.

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 and that Caltrans will prepare 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.

COOPERATING AND PARTICIPATING AGENCY LETTERS

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA pursuant to Section 6005 of SAFETEA-LU. Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's 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.



Pursuant to this NEPA assumption of responsibilities, 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 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 (USEPA) and United States Army Corps of Engineers (USACE) accepted the invitation to become a Cooperating Agency and Participating Agency. The County of Los Angeles Department of Public Works, Los Angeles County Department of Regional Planning, County of Sanitation Districts of Los Angeles County, City of Lynwood, 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 United States Department of Homeland Security-Federal Emergency Management Agency (FEMA) declined their invitations to be Cooperating Agencies; however, USFWS accepted the invitation to be a Participating Agency. No other responses were received. An agency's nonresponse is considered an acceptance to the invitation.

PRESCOPING AND SCOPING MEETINGS

Prior to the review period of the NOP, 30 public participation meetings were held with Local Advisory Committees (LACs) from March 2008 to August 2008, separate from the I-710 scoping meetings, to review the project with the affected communities. The LACs are part of an extensive Community Participation Framework being managed by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for the I-710 Corridor Project. The LACs for the I-710 Corridor Project were appointed by the local city council/county supervisor and provide an ongoing forum for citizen involvement in the project at the community level. The chairs of the LACs also serve on the Corridor Advisory Committee (CAC) for the I-710 Corridor Project, which reports to the Project Committee, which includes an elevated official from each local agency.

During September 2008, scoping meetings were held in the communities of Paramount, East Los Angeles, and Long Beach to provide an overview of the project and a summary of the environmental process and issues identified to date. 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, e-mail, public notices (Los Angeles Times, Long Beach Press Telegram, Mundo LA, Los Angeles Eastside Sun, and Los Angeles Watts Times), and the project Web site at http://www.metro.net/projects_studies/I710/default.htm.

Thirty-two 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.

COMMENT SUMMARY

Comments received during the scoping period focused on three main issues: environmental impacts, alternatives, and coordination with related projects. Several comments also requested previous studies and reports for the project area be considered during the planning stages.

Environmental Impacts

Air Quality Impacts – The majority of comments received included concerns regarding air quality and public health. Requests were made to complete a Health Risk Assessment, dispersion modeling, Mobile Source Air Toxics analysis, and a diesel particulate matter analysis, and to develop feasible mitigation measures.

Noise Impacts – Comments included concerns regarding noise impacts, and requests were made for sound barrier construction near homes and schools.

Property Impacts – Comments included concerns regarding purchasing properties and what the process would be should a property owner have a loan for more money than the value of the property at the time of purchase.

Biological Resources – Comments from the USFWS and CDFG included requests to consider alternatives that could avoid and/or reduce impacts to listed species, sensitive species, and vegetation types. Comments requested discussion of impacts to significant ecological areas and environmental sensitive areas be included in the Draft EIR/EIS. Comments were also received regarding the replanting of trees in the corridor.

Land Use Impacts – Comments included concerns regarding impacts to residential buildings, community facilities, and businesses.

Traffic – The majority of comments received included concerns with traffic congestion on the freeway and local streets, the use of trucks on the freeway contributing to traffic congestion, and the need for additional on- and off-ramps. Several comments opposed implementation of double decking to relieve traffic congestion.

Floodplains – USACE requested further coordination and involvement in the project to work toward reducing potential impacts to the Los Angeles River flood control levees and/or channel. FEMA identified the requirement to comply with the National Flood Insurance Program and floodplain management building requirements.



Construction Impacts – Several comments included requests for notification of construction schedules and that construction impacts be analyzed for the project.

Cumulative Impacts – Comments requested cumulative impacts, as well as direct and indirect impacts, be considered as a result of the project.

Alternatives

Alternative Technology – Several comments included requests for considerations of alternative technology and expansion of public transportation. Several comments recommended implementation of a light rail system and use of a fuel-saver transit system called Citicar.

Alameda Corridor – Several comments requested the Alameda Corridor be considered for improvements instead of implementation of the I-710 Corridor Project.

Related Projects

I-5 Corridor Improvement Project (I-605 to I-710) – Comments included concern about coordination between the I-710 Corridor Project and the Interstate 5 (I-5) Corridor Improvement Project, including scoping and the configuration of the interchange for the two freeways.

Southern California International Gateway – Several comments referenced the Southern California International Gateway (SCIG) project, a near-dock intermodal facility proposed by Burlington Northern Santa Fe (BNSF), and how this project would impact the local area.

Riverlink – Comments included concern with how the project would impact implementation of the Riverlink project.

I-710 Tunnel/Valley Boulevard Project and Alhambra Avenue Connection Road project – Comments included concern with how the I-710 Corridor Project would impact implementation of the I-710 Tunnel/Valley Boulevard Project and the Alhambra Avenue Connection Road project.

COORDINATION WITH THE I-5 PROJECT

The LAC representing the East Los Angeles community requested the I-710 Corridor Project to coordinate with the I-5 improvement project between Interstate 605 (I-605) and I-710 since I-710 and I-5 project study areas overlap and both projects will be following similar environmental planning timelines. Coordination has begun between the two projects and will continue as the environmental process continues for both projects.



1.0 INTRODUCTION

Caltrans is working to study alternatives for constructing freeway improvements to I-710 from Ocean Boulevard in the City of Long Beach to SR-60 in Los Angeles County, California. Figure 1 depicts the I-710 Corridor Project study area. Alternatives initially under study include: (1) the No Build Alternative; (2) Transportation Systems Management/Transportation Demand Management; (3) Goods Movement Enhancement by Rail and/or Advanced Technology; (4) Arterial Highway and I-710 Congestion Relief Improvements; (5) Mainline I-710 Improvements with 10 general-purpose lanes and no carpool lanes; (6) Mainline I-710 Improvements with 8 general-purpose lanes and 1 carpool lane in each direction; and (7) the Locally Preferred Strategy (LPS) Hybrid Design (I-710 Mainline Improvements with the addition of a 4-lane separated freight movement facility).

The purpose of the I-710 Corridor Project is to (1) improve air quality and public health, (2) improve traffic safety, (3) address design deficiencies, (4) address projected traffic volumes, and (5) address projected growth in population, employment, and economic activities related to goods movement. The I-710 Corridor Project is a continuation of the study of project issues identified in the Major Corridor Study (MCS) completed in March 2005. The MCS identified 10 general-purpose lanes next to a 4-lane separated freight movement facility as the LPS.

A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is being prepared for the I-710 Corridor Project. The first step in preparing the Draft EIR/EIS is conducting scoping in accordance with the Council on Environmental Quality Guidelines for implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508) and FHWA's guidelines for implementing NEPA (23 CFR 771). The purpose of the scoping process is to describe the proposed project and to solicit input from the general public and public agencies regarding the project purpose and need, the proposed alternatives, and the scope of the analysis to be included in the Draft EIR/EIS.

In addition to requirements under NEPA, Section 15082(c) of CEQA Guidelines (2005) states the following:

- (1) For projects of statewide, regional or areawide significance pursuant to Section 15206, the lead agency shall conduct at least one scoping meeting. The lead agency shall provide notice of the scoping meeting to all of the following:

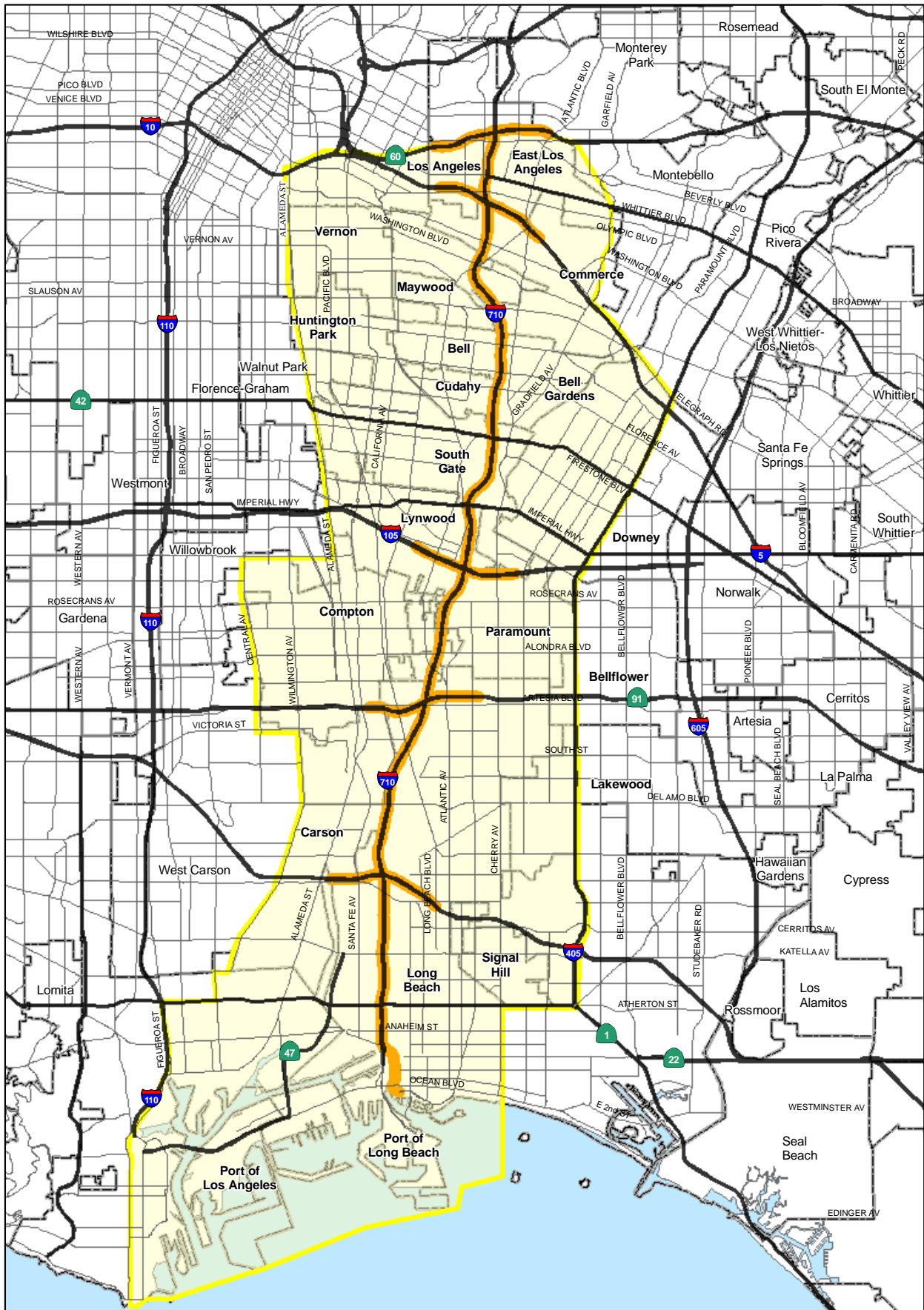
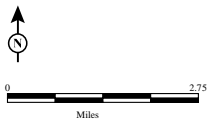


FIGURE 1





- (A) any county or city that borders on a county or city within which the project is located, unless otherwise designated annually by agreement between the lead agency and the county or city;
- (B) any responsible agency;
- (C) any public agency that has jurisdiction by law with respect to the project; and
- (D) any organization or individual who has filed a written request for the notice.

This Scoping Summary Report describes the process undertaken by Caltrans as the Lead Agency, as well as Metro and the other agency funding partners (Southern California Association of Governments [SCAG], Gateway Cities Council of Governments [GCCOG], Port of Los Angeles [POLA], Port of Long Beach [POLB], and I-5 Joints Powers Authority [JPA]), to involve the public, to obtain comments on the purpose and need of the proposed project, proposed alternatives, potential environmental impacts and issues, and the scope of the environmental document. In addition, this report summarizes the issues and comments raised during the formal scoping period (August 15, 2008, to September 30, 2008) and also contains the actual comments received.



2.0 NOTICE OF PREPARATION AND NOTICE OF INTENT

The scoping process for the I-710 Corridor Project was initiated with the preparation and distribution of an NOP and the publication of an NOI in the Federal Register. Both the NOI and NOP are intended to inform public agencies and the general public about the project and the environmental review process. Comments and suggestions were invited from all interested parties in order to ensure that the full range of issues related to the proposed project, including reasonable alternatives and mitigation measures, are identified in the Draft EIR/EIS.

2.1 NOTICE OF PREPARATION

The NOP (posted at SCH #2008081042) was circulated to public agencies and other interested parties in compliance with Section 15082 of the CEQA Guidelines on August 15, 2008. Copies of the NOP are provided in Attachment A and a copy of the master distribution list, which shows recipients of the NOP is provided in Attachment B.

2.2 NOTICE OF INTENT

The NOI was published on August 20, 2008, in the Office of the Federal Register in compliance with federal regulation 40 CFR 1508.28. The NOI and Federal Register publication are provided in Attachment C.

2.3 NOP/NOI RESPONSES

Letters in response to the NOP/NOI were received by Caltrans and Metro and will be considered in developing the alternatives and issues to be analyzed in the Draft EIR/EIS. Many of the comments received provided valuable insights into the issues and concerns of potentially affected agencies, groups, communities, and individuals, and identified areas of concern that Caltrans expects to analyze in the Draft EIR/EIS. A summary of all substantive comments and key issues raised in the letters are listed below in Table A. The actual NOP/NOI response letters are provided in Attachment D.

**Table A NOP/NOI Comment Summary**

Agency Name	
Federal Agencies	
<i>United State Environmental Protection Agency</i>	Recommendations regarding project scope and purpose; Alternatives Analysis process recommendations; DEIS should provide detailed discussion and measurements of Mobile Source Air Toxins. Also included recommendations for a Construction Emissions Mitigation Plan. The EPA also commented on its concerns regarding the following topics: Transportation Conformity, Greenhouse Gas Emissions, Environmental Justice, Health Impact Assessment Cumulative Impact Analysis, and Water and Wetlands Resources.
<i>Federal Emergency Management Agency (FEMA)</i>	Identified concerns with compliance with the National Flood Insurance Program requirements and minimum floodplain management building requirements. Requested appropriate hydrologic and hydraulic data be submitted to FEMA for a Federal Insurance Rate Map (FIRM) revision if there any changes to the existing Special Flood Hazard Areas.
<i>United States Fish and Wildlife Service</i>	Recommendations to include protection of public fish and wildlife resources and habitat, and analysis of impacts to migratory birds. Requested that project include all practicable alternatives that have been considered to avoid and/or reduce project impacts to federally listed and other sensitive species and vegetation types. Also commented on concerns regarding the following topics: Cumulative Effects, Riparian habitat at DeForest Park, and habitat creation areas along the Los Angeles River for runoff treatment.
<i>United States Army Corps of Engineers</i>	Noted several proposed alternatives would require approval by the USACE that must comply with NEPA. Accepted invitation to become Cooperating and Participating Agency and requested to be involved in the review, screening, and analysis of alternatives. Encouraged development of alternatives that reduce or eliminate impact or redesign of Los Angeles River flood control levees and/or channel. Disclosed that due to the large nature of the project, the USACE may request additional funds to handle the necessary actions under the environmental review process.
State Agencies	
<i>California Department of Fish and Game</i>	Requested a description of the following be included in the Draft EIR: purpose and need; staging areas; access routes; utility relocations; impacts to biological resources, including any modifications to the Los Angeles River, Rio Hondo

**Table A NOP/NOI Comment Summary**

Agency Name	
	River, Compton Creek, and Ports of Long Beach and Los Angeles drainages; impacts to rare natural communities on site and within the area of impact; addressing of any significant ecological areas or environmental sensitive areas; discussion of listed and sensitive species and their habitats; direct, indirect, and cumulative impacts; mitigation measures; alternatives that avoid or substantially lessen impacts; a California Endangered Species Act (CESA) permit; identification of any locations of State Fully Protected Species in the project corridor; watercourses; edge effects; and best management practices (BMPs).
<i>Native American Heritage Commission</i>	Outlines the process to adequately assess the project-related impacts as well as the preservation of California's Native American cultural resources. Also attached the Native American contact list.
Regional Agencies	
<i>Southern California Regional Rail Authority – Metrolink</i>	Identified the need to protect and preserve the current BNSF and Union Pacific (UP) rights-of-way and to accommodate future rail improvements and rail expansion projects. Requested coordination with Caltrans during the project planning and construction phases to minimize service disruptions during construction.
<i>South Coast Air Quality Management District (SCAQMD)</i>	Recommendations to perform health risk assessment (HRA) that includes air dispersion modeling, the quantified health risk, and a significance determination in the Draft EIR. Offered SCAQMD data sources for project use while conducting the HRA, dispersion modeling, air quality analysis, and development of mitigation measures.
County Agencies	
<i>Los Angeles County Department of Regional Planning</i>	Pleaded the document will include Air Quality and HRA and stated concerns with the future highway projects not increasing traffic, air quality, and health impacts. Requested that land use impacts be minimized and any impacts to residential buildings, community facilities, businesses, and other community structures be analyzed. Requested the EIR/EIS also examine whether there is additional capacity on the Alameda Corridor.
<i>County Sanitation Districts of Los Angeles County</i>	Requested a map of the proposed project alignment be submitted so the district can forward plans of existing and planned for facilities (i.e., trunk sewers) that would be impacted by the project.

**Table A NOP/NOI Comment Summary**

Agency Name	
<i>City Agencies</i>	
<i>City of Commerce</i>	Recommended that communication be maintained with the I-710 LAC regarding all aspects of the proposed project. Requested the following be completed: an HRA and a socioeconomic impact study. Requested the following be identified and studied: air pollution impacts; global warming impacts; noise standards and noise impacts; growth impacts; construction-related impacts; aesthetic impacts; traffic impacts; maintenance and operation impacts; and impacts to the storm water runoff and discharge. Requested that both public and private reasonably foreseeable future projects be included in the analysis and that there be continued coordination with other projects in the area. Requested details on the proposed alternatives, including the high-occupancy vehicle (HOV) lanes, and that improvements be proposed for all arterial intersections between I-5 and I-710. Requested the project be designed with architectural and aesthetic sensibility. Requested the assumptions for growth in containerized cargo volume at the Ports of Long Beach and Los Angeles be provided and fully analyzed.
<i>City of Los Angeles – Department of Water and Power</i>	Requested the feasibility of the preferred alternative with respect to continued operation of the transmission lines be resolved.
<i>City of Maywood</i>	Requested an on- and off-ramp at Slauson Avenue on I-710.
<i>City of Signal Hill</i>	Requested the traffic impacts to the Cherry Avenue and I-405 Freeway interchange be analyzed as part of the Draft EIR.
<i>Interested Groups and Organizations</i>	
<i>Aline Beausejour and Denny Hambly</i>	Concerned with traffic congestion and increased cost of living.
<i>Dale Lawrence Jensen – JENTEC</i>	Concerned with the restoration of the Los Angeles river and its riparian environment and separation of automobile and truck traffic into separate rights-of-way. Requested the bicycle path along the river from Union Station to Long Beach be maintained and a new right-of-way be built for trucks only to relieve the congestion.



Table A NOP/NOI Comment Summary

Agency Name	
<i>Dave Hall</i>	Concerned with the following: how the project will impact the completion of the Riverlink project; impacts to the Willow Street wetlands; impacts to the California least tern in San Pedro Bay; impacts to the peregrine falcon nests; and impacts to human health.
<i>Jaime Herrera</i>	Concerned with the cost of the project and meeting the proposed goals and objectives. Requested the project look into alternative technology (electric cars) and public transportation on all freeways.
<i>Kendall Rainwater</i>	Requested clarification on how conveyor belts enhance the movement of containers and if rail will be available to transport the containers from the Ports to these locations, and requested a copy of the 2008 I-710 Major Corridor Study Hybrid Design Concept. Concerned with where the transition of southbound I-405 and northbound I-710 will be. Expressed opposition for double-decking the I-710 freeway.
<i>Long Beach Unified School District</i>	Requested the following: the Draft EIR/EIS should identify the location of schools in the vicinity of the project so that impacts to schools can be evaluated; evaluation of the impacts of truck versus rail goods movement; inclusion of a comprehensive analysis of potential air quality, public health, transportation, and noise impacts to schools; clear identification of any limitations in the HRA and which health effects are being assessed; identification of impacts with regard to traffic, access, circulation, and safety conditions; and identification of impacts from pile driving and other activities associated with construction. Concerned with direct, indirect, and cumulative impacts to schools. Requested notification of construction schedules.
<i>Natural Resource Defense Council</i>	Requested cumulative impacts and direct and indirect effects be considered in the analysis. Requested all data and information contemplated be disclosed that is used for the analysis and conclusions. Requested the project include the fundamentals of CEQA, including the following: evaluation of all reasonable alternatives; detailed project purpose and objectives; and discussions on cumulative impacts, alternatives, and feasible mitigation measures. Requested the project provide a rationale for segmenting out truck and rail into two separate approaches to move goods. Requested the project purpose represent the I-710 corridor as a goods movement corridor and stated

**Table A NOP/NOI Comment Summary**

Agency Name	
	that the main consideration is how best to facilitate the movement of goods. Included several questions about baseline conditions. Requested the EIR/EIS include the following: a detailed analysis of the effects of diesel particulates on those living and working near the project; evaluation and examination of all potential health effects caused by the project; discussion of traffic-inducing and congestion-producing impacts; discussion of irreversible impacts to habitat, navigable waterways, recreation resources, and water quality; and growth of goods movements infrastructure at the ports and in the Inland Empire.
<i>Paramount Unified School District</i>	Requested all environmental impacts to school in the District be considered and the District be added to the mailing list.
<i>Porona1060@aol.com</i>	Requested the following items be addressed: traffic estimates from the Port of Long Beach to the beginning southern portal of the proposed I-710 Tunnel; any transportation relationships between the project and the I-710 Tunnel/Valley Boulevard and Alhambra Avenue Connector Road Project and how the project impacts implementation of this other project; and other urban transportation plans.
<i>Rose E. Rojas</i>	Requested information about what trees will be considered to make the freeway more attractive and voiced support for designated truck lanes and limited access. Requested information about what will happen to the trucks traveling from Long Beach to SR-60.
<i>Robert L Stiles – Citicar</i>	Provided information about a fuel-saver transit system in response to a need for public mass transit, pollution from diesel trucks, and traffic congestion.
<i>Southern California Edison (SCE)</i>	Concerned with the potential impact the project may have on SCE facilities within the project area, including those impacts associated with the possible relocation of electric facilities and potential need for land acquisition and/or possible condemnation of private property that Metro and/or Caltrans may need to pursue in the project. Disclosed that relocation of any SCE electric facilities operating at or above 50 kilovolts (kV) may require additional CEQA review, which could delay the project.



3.0 NOTICE OF SCOPING / INITIATION OF STUDY LETTERS

Caltrans distributed Notice of Scoping/Initiation of Studies letters to elected officials within the I-710 Corridor Project study area and to a number of agencies, groups, organizations, and other interested parties. The purpose of these letters was to officially inform agencies, groups, organizations, and other interested parties of the initiation of studies for improvements to I-710 and that Caltrans will prepare a Draft EIR/EIS to evaluate the anticipated environmental effects and recommend measures to mitigate those effects pursuant to CEQA and NEPA.

The Notice of Scoping/Initiation of Studies letter were sent to the agencies, elected and City officials, and other interested parties along with the NOP for the I-710 Corridor Project in August 2008. A copy of the agency, elected official and interested parties Notice of Scoping/Initiation of Studies letters are provided in Attachment E. The list of recipients of the Notice of Scoping/Initiation of Studies letter is provided in the master distribution list in Attachment B.



4.0 COOPERATING AND PARTICIPATING AGENCY LETTERS

NEPA requires that the federal Lead Agency invite other federal agencies that have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project to be Cooperating Agencies during the environmental process for a proposed project. In addition, Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that federal and nonfederal agencies that may have an interest in the project be invited to become a Participating Agency in the project's environmental review process. A Participating Agency has certain opportunities and obligations to comment/provide input at specific times. One of the provisions in Section 6002 stipulates that once issues are raised and resolved, they cannot be raised again later in the review process.

A federal agency can elect to be both a Cooperating and a Participating Agency. Generally, with limited exceptions, only federal agencies can be Cooperating Agencies.

Effective July 1, 2007, FHWA assigned, and Caltrans assumed, all USDOT Secretary's responsibilities under NEPA pursuant to Section 6005 of SAFETEA-LU, codified at 23 United States Code (U.S.C.) 327(a)(2)(A). Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's 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. For purposes of carrying out the responsibilities assumed under the Pilot Program, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities.

Therefore, Caltrans sent Cooperating Agency letters to seven federal agencies, inviting them to be Cooperating and/or Participating Agencies for the EIR/EIS for the proposed project. If an agency elects to become a Cooperating Agency, they are also considered Participating Agencies. Letters were sent differentiating whether the agency had legislative or regulatory jurisdiction over portions of the study area or whether the agency may have interest over the legislative or regulatory jurisdiction of the study area. Copies of the Cooperating Agency letters are provided in Attachment F.

The list of federal agencies invited to be Cooperating Agencies is provided in Table B. The USEPA and USACE responded to accept the invitation to become a Cooperating Agency and Participating Agency. The USFWS responded to decline the invitation to become a Cooperating Agency but will provide technical assistance as a Participating Agency in the planning process. An agency's nonresponse is considered an acceptance of the invitation.



Caltrans, on behalf of FHWA, also sent Participating Agency letters to agencies that may have an interest in the project. Letters were sent differentiating whether the agency had legislative or regulatory jurisdiction over portions of the study area or whether the agency may have interest over the legislative or regulatory jurisdiction of the study area. The list of agencies invited to be Participating Agencies is also provided in Table B. Copies of the Participating Agency letters are provided in Attachment F.

Table B Agencies Invited to become Cooperating/Participating Agencies

Agency Name	
Federal Agencies	
Office of Env. Policy and Compliance, U.S. Dept. of the Interior Oakland Reg. Patricia Port, Reg'l Env. Officer Jackson Center One, 1111 Jackson Street, Suite 520 Oakland, CA 94607	Federal Emergency Management Agency Environment and Historic Preservation, Region IX Sandro Amaglio, 1111 Broadway, Suite 1200 Oakland, CA 94607-7027
National Park Service, U.S. Dept. of the Interior Pacific West Region John Jarvis, Regional Dir. 1111 Jackson Street, Suite 700 Oakland, CA 94607	National Oceanic and Atmospheric Administration Fisheries Christopher M. Moore, Division Chief 1401 Constitution Avenue, NW, Room 6217 Washington, D.C. 20230
U.S. Fish and Wildlife Service, Ventura Office Steve Kirkland, Biologist 2493 Portola Road, Suite B Ventura, CA 93003	U.S. Army Corps of Engineers Regulatory Division, Los Angeles District Mark Cohen, 911 Wilshire Boulevard, P.O. Box 2711 Los Angeles, CA 90053-2325
U.S. Env. Protection Agency Env. Review Office, Region 9 Susan Sturges, 75 Hawthorne Street San Francisco, CA 94105	Intentionally Left Blank
State Agencies	
California Dept. of Fish and Game Ed Pert, Regional Mgr. 4949 Viewridge Avenue San Diego, CA 92123	Native American Heritage Commission 915 Capitol Mall, Rm. 364 Sacramento, CA 95814
California Highway Patrol S.V. Bernard, Captain 411 N. Central Avenue, Suite 410 Glendale, CA 91203	California Air Resources Board 1001 "I" Street, P.O. Box 2815 Sacramento, CA 95812

**Table B Agencies Invited to become Cooperating/Participating Agencies**

Agency Name	
California Department of Conservation 801 "K" Street, MS 24-01 Sacramento, CA 95814	Office of Historic Preservation 1416 9th Street, Rm. 1442-7 Sacramento, CA 95814
California Integrated Waste Management Board Office of Education and the Environment 1001 "I" Street, P.O. Box 4025 Sacramento, CA 95814	State Water Resources Control Board 1001 "I" Street Sacramento, CA 95814
California Coastal Commission South Coast District Office John (Jack) Ainsworth, Deputy Dir. 200 Oceangate, 10th Floor Long Beach, CA 90802-4416	California Resources Agency 1416 Ninth Street, Suite 1311 Sacramento, CA 95814
California Department of Toxic Substances Control Los Angeles Environmental Chemistry Lab 1449 W. Temple Street, Room 101 Los Angeles, CA 90026-5698	California Farm Bureau Federation Los Angeles County Farm Bureau 41228 12th Street West, Suite A Palmdale, CA 93551
Governor's Office of Emergency Services 3650 Schriever Avenue Mather, CA 95655	California Public Utilities Commission San Francisco/Environmental Office 505 Van Ness Ave San Francisco, CA 94102
California Department of Water Resources Division of Environmental Services 1416 9th Street Sacramento, CA 95814	Intentionally Left Blank
Regional/County Agencies	
Los Angeles RWQCB – Region 4 320 W. 4th Street, Suite 200 Los Angeles, CA 90013	Metropolitan Water District Planning Division 700 North Alameda Street, P.O. Box 54153 Los Angeles, CA 90012
South Coast Air Quality Management District 21865 East Copley Drive Diamond Bar, CA 91765	Southern California Association of Governments Philip Law, Corridors Program Mgr. 818 W. Seventh Street, 12th Floor Los Angeles, CA 90017
Metropolitan Transportation Authority CMP/Environmental Review One Gateway Plaza Los Angeles, CA 90012	Alameda Corridor Transportation Authority Arthur B. Goodwin, Dir. of Planning One Civic Plaza, Suite 350 Carson, CA 90745

**Table B Agencies Invited to become Cooperating/Participating Agencies**

Agency Name	
Southern California Regional Rail Authority (Metrolink) Planning Department 700 S. Flower Street, Suite 2600 Los Angeles, CA 90017	I-5 Joint Powers Authority 919 Appalachian Claremont, CA 91711
Long Beach Transit Larry Jackson, President P.O. Box 731 Long Beach, CA 90801	LAFCO for Los Angeles County 700 North Central Boulevard, Suite 445 Glendale, CA 91203
Los Angeles County Sheriff's Department 4700 Ramona Blvd. Monterey Park, CA 91754	Los Angeles County Department of Public Works Environmental Programs 900 South Freemont, Third Floor Annex Alhambra, CA 91803
Los Angeles County Sanitation District P.O. Box 4998 1955 Workman Mill Road Whittier, CA 90607-4998	Los Angeles Department of Water and Power Planning Division 111 North Hope Street Los Angeles, CA 90012
Los Angeles County Department of Public Works, Environmental Programs 900 South Freemont Avenue Alhambra, CA 91803	Los Angeles County Department of Regional Planning Hall of Records 320 West Temple Street, 13th Floor Los Angeles, CA 90012
County of Los Angeles Parks/Recreation 433 South Vermont Avenue Los Angeles, CA 90020	Los Angeles County Department of Public Health Environmental Health Division 5050 Commerce Drive Baldwin Park, CA 91716
Los Angeles County Fire Department Fire Prevention Division Headquarters 5823 Rickenbacher Road Commerce, CA 90040	Los Angeles County Health Services Office of Planning 313 N. Figueroa Street, Room 704 Los Angeles, CA 90012
Long Beach Transit Larry Jackson, President P.O. Box 731 Long Beach, CA 90801	City of Long Beach Water Dept. Ryan J. Alsop, Dir., Government and Public Affairs 1800 E. Wardlow Road Long Beach, CA 90807
City of Vernon Eric T. Fresch, Acting City Administrator 4305 Santa Fe Avenue Vernon, CA 90058	Gateway Cities Council of Governments (GCCOG) Richard Powers, Exec. Dir. 16401 Paramount Boulevard Paramount, CA 90723

**Table B Agencies Invited to become Cooperating/Participating Agencies**

Agency Name	
City of Signal Hill Kenneth C. Farfsing, City Mgr. 2175 Cherry Avenue Signal Hill, CA 90755	City of South Gate Ronald Bates, City Mgr. 8650 California Avenue South Gate, CA 90280
City of Maywood Edward Ahrens, City Mgr. 4319 E. Slauson Avenue Maywood, CA 90270	City of Paramount Linda Benedetti-Leal, City Mgr. 16400 Colorado Avenue Paramount, CA 90723
City of Los Angeles James A. Gibson, Exec. Officer, Board of Public Works 200 North Spring Street Los Angeles, CA 90012	City of Lynwood Roger Haley, City Mgr. 11330 Bullis Road Lynwood, CA 90262
City of Lakewood Howard L. Chambers, City Mgr. 5050 Clark Avenue Lakewood, CA 90712	City of Long Beach Patrick H. West, City Mgr. 333 W. Ocean Blvd Long Beach, CA 90802
City of Downey Brian A. Ragland, Public Works Dir. 11111 Brookshire Avenue Downey, CA 90241	City of Huntington Park Gregory Korduner, City Mgr. 6550 Miles Avenue Huntington Park, CA 90255
City of Cudahy George Perez, City Mgr. or Public Works Dir. 5220 Santa Ana Street Cudahy, CA 90201	City of Compton Charles Evans, City Mgr. 205 S. Willowbrook Avenue Compton, CA 90220
City of Commerce Jorge Rifa, City Administrator 2535 Commerce Way Commerce, CA 90040	City of Commerce Daniel Gomez 2535 Commerce Way Commerce, CA 90040
City of Bell Robert Rizzo, City Mgr. 6330 Pine Avenue Bell, CA 90201	City of Bell Gardens John A. Ornelas, City Mgr. 7100 S. Garfield Avenue Bell Gardens, CA 90201
County of Los Angeles Dean D. Efstathiou, Public Works Dir. 900 S. Fremont Avenue Alhambra, CA 91803	Port of Los Angeles Kerry Cartwright, Dir. of Goods Movements 425 South Palos Verdes Street San Pedro, CA 90731
Port of Long Beach Eric Shen, Dir. of Transportation Planning 925 Harbor Plaza Long Beach, CA 90802	City of Carson Jerome G. Groomes, City Mgr. 701 E. Carson Street Carson, CA 90745

**Table B Agencies Invited to become Cooperating/Participating Agencies**

Agency Name	
Unincorporated Los Angeles County (East Los Angeles) Bruce McClendon, Planning Director 1390 Hall of Records, 320 W. Temple St Los Angeles, CA 90012	Intentionally Left Blank

Table C summarizes the agencies that replied to the invitation to become a Cooperating and/or Participating Agency. The response letters are provided in Attachment G. As indicated previously, an agency's nonresponse is considered an acceptance of the invitation; therefore, all agencies listed in Table B that did not decline the invitation will be considered Participating Agencies for the project.

Table C Summary of Participating/Cooperating Agencies

Agency Name	Comment
EPA Region IX	Accepts the invitation to become a Participating and Cooperating Agency.
USFWS	Declines the invitation to become a Cooperating Agency but will provide technical assistance as a Participating Agency in the planning process.
USACE	Accepts the invitation to become a Participating and Cooperating Agency.
United States Department of Homeland Security – FEMA	Declines the invitation to become a Participating Agency as the agency does not have the jurisdiction to or authority with respect to proposed improvements.
County of Los Angeles Department of Public Works	Accepts the invitation to become a Participating Agency.
Los Angeles County Department of Regional Planning	Accepts the invitation to become a Participating Agency.
County of Sanitation Districts of Los Angeles County	Accepts the invitation to become a Participating Agency.
City of Lynwood	Accepts the invitation to become a Participating Agency and requests the Lynwood Redevelopment Agency be included.
City of Vernon	Accepts the invitation to become a Participating Agency.
Alameda Corridor Transportation Authority	Accepts the invitation to become a Participating Agency.



5.0 PRE-SCOPING AND SCOPING MEETINGS

5.1 PRE-SCOPING MEETINGS

Prior to the review period of the Notice of Preparation, 30 public participation meetings were held with LACs from March 2008 to August 2008, separate from the I-710 scoping meetings, to review the project with the affected communities. The LACs are part of an extensive Community Participation Framework being managed by Metro and the GCCOG for the I-710 Corridor Project. The LACs for the I-710 Corridor Project were appointed by the local city council/county supervisor and provide an ongoing forum for citizen involvement in the project at the community level. The chairs of the LACs also serve on the CAC for the I-710 Corridor Project, which reports to the Project Committee, which also includes an elected official from each local agency. See Attachment H for a copy of the Community Participation Framework for the I-710 Corridor Project and Attachment I for examples of the Pre-Scoping meeting handouts and presentations.

5.2 SCOPING MEETINGS

During the review period of the NOP and NOI, scoping meetings were held in three different locations in the study area to provide an overview of the project and a summary of the environmental process and issues identified to date, and to receive input regarding the project purpose and need, project alternatives, environmental issues, and the suggested scope and content of the EIR.

5.2.1 Public Notification

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, e-mail, public notices, and the project Web site at http://www.metro.net/projects_studies/I710/default.htm.

A newsletter for the project was sent to all current and former I-710 committee members (Tier 1 and Tier 2 Committee members from the previous MCS, and LAC and CAC from the current committee structure). The newsletter was also made available at all City Halls within the project limits and at Supervisor Gloria Molina's office. Additionally, several hundred newsletters and scoping invitations were given to each LAC to distribute within their respective communities. A copy of the newsletter is included in Attachment J.

An e-mail was sent to LAC members with a scoping mailer attached, to provide a brief project update and notification of the scoping meetings. A copy of the e-mail and attachment are included in Attachment K.



Public notices for the public scoping meetings were published in several newspapers with circulation in the study area, including the *Los Angeles Times*, *Long Beach Press-Telegram*, *Mundo LA*, *Los Angeles Eastside Sun*, and *Los Angeles Watts Times*. Copies of these newspaper notices are included in Attachment L. Dates of the publication of the notices were as follows:

- August 18, 2008: *Los Angeles Times*
- August 18, 2008: *Long Beach Press Telegram*
- August 21, 2008: *Mundo LA* (published by Latin Publications), *Los Angeles Eastside Sun* (published by EGP), *Los Angeles Watts Times*

In addition, information about the I-710 Corridor Project was made available on an ongoing basis via the Internet at www.metro.net/710eir. The Web site provides comprehensive information about the I-710 planning process, including a project overview, project objectives, a description of community participation, and the schedule. The I-710 Web site also provides an opportunity for the public to e-mail comments and questions directly to Metro, which provides this feedback to Caltrans. The NOP, NOI, and meeting handouts are also made available on the Web site. A link to this Web site was provided from the Metro Web site at www.metro.net.

5.2.2 Scoping Meetings

5.2.2.1 Public Agency Scoping Meetings

A public agency scoping meeting was held September 10, 2008, from 2:00 p.m. to 4:00 p.m., and five agency personnel attended the meeting. No formal presentation was given; however, copies of the agendas and handouts provided at the meeting are included in Attachment M.

5.2.2.2 Public Scoping Meetings

Public scoping meetings were held 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. 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 project, project alternatives, and key environmental issues to be addressed in the Draft EIR/EIS. Copies of the agendas, handouts, presentation, and sign-in sheets for each of the scoping meetings are included in Attachment M.



5.2.2.3 Comments Received at the Scoping Meetings

The scoping meetings also included a formal public comment portion for the public to verbally provide insights and raise comments/concerns for the project. Comment cards were also passed out and collected at each of these meetings. Table D provides a summary of comments from those who provided verbal and written comments at each of the September 2008 public scoping meetings. Copies of the speaker and comment cards are provided in Attachment N.

Table D Scoping Meeting Comment Summary

Public Scoping Meeting Comment Cards September 9, 2008 – Rowan Elementary School in East Los Angeles	
Cespedes, Tomas	Concerned with the possible connection of I-5 and I-710 and would like to be notified regarding whether their home will be affected.
Salis, Clara	Concerned with air quality and noise impacts and property acquisitions. Requested light rail be considered if a dedicated truck lane is constructed. Requested a tree planting project be incorporated into the project to reduce pollution and noise. Requested cul-de-sacs created by the project be used as opportunities for the community gardens, tree planting, and daycare centers.
Public Scoping Meeting Verbal Comments September 9, 2008 – Rowan Elementary School in East Los Angeles	
Eula, Bob	Stated in 2004 City passed resolution in favor of truck lanes routed directly into the railyards. Concerned with more pollution and I-710/I-5 connection.
Frevele, Dave	Requested timeline for data and property acquisitions. Requested information on how property owners will be compensated if property is acquired and what will happen if owners owe more than amount it is valued at.
Gallo, Herlinda	Stated support for the project.
Hernandez, Martha	Concerned with air pollution and health impacts.
Jimenez, Trini	Concerned with reduced railyard capacity and proposed SCIG project. BNSF could create hundreds of new jobs for qualified residents.
Logan, Angelo	Requested previous documents and studies from the MCS be considered. Concerned with air quality, cost benefit analysis, global warming, and noise.

**Table D Scoping Meeting Comment Summary**

Marquez, Ramon	Requested light rail and other alternatives be considered (for example, Alameda Corridor). Requested that a parking structure be considered as part of the project and magnetic levitation on the train and super tunnels to reduce noise. Requested a multilevel freeway.
Orona, Peter	Concerned with cars being dumped in the local neighborhood and requested information on the 1,500-foot valley connector roads.
Ortega, Miguel	Concerned with pollution, noise and impacts to parks.
Ramirez, Isella	Concerned with air quality and improvements between two railyards and Washington Boulevard. Requested clarification on deadline to submit comments.
Salazar, Carl	Requested use of train over trucks. Concerned with crime, jobs, and traffic.
Salis, Clara	Requested that comments submitted on previous and initial studies are considered. Concerned with air quality, noise, safety, landscaping, and property acquisitions. Requested the I-5 scoping process be reopened.
Sandoval, Arceli	Concerned with safety and would like to see a decrease in traffic flow of trucks.
Public Scoping Meeting Comment Cards September 10, 2008 – Progress Park in the City of Paramount	
Dunbar, Clifford	Concerned with air quality impacts and reduction of diesel particulates. Requested project be four lanes for freight movement using hybrid vehicles.
Jimenez, Trini	Represented BNSF and states support for objectives. Stated public policy should encourage the use of rail when feasible to eliminate truck trips on local highways, reduce emissions, relieve congestion, and improve safety. BNSF has proposed to build a near-dock intermodal facility (SCIG) to eliminate truck trips.
Public Scoping Meeting Verbal Comments September 10, 2008 – Progress Park in the City of Paramount	
Barrios, Jose	Concerned with cost, property acquisitions, and finding funding for the project.
Marchan, Martin and Maria	Requested future notifications on the project. Concerned with pollution and that the project will benefit the environment.

**Table D Scoping Meeting Comment Summary**

Murphy, Clifton	Requested information about the Alameda Corridor Study and requested the project analyze use of rail instead of cars.
Newman, Bobbie	Suggested use of rubberized asphalt on the I-170 and the project is needed for the environment and the community.
Rizo, Ana Rosa	Concerned with noise and decrease in housing and quality of life. Requested the EIR analyze a zero-emissions alternative.
Rodriguez, Rogeleo	Suggested use of electric cars instead of the freeway. Concerned with more pollution and would like to use a light rail instead of I-710.
Stiles, Bob	Concerned with the traffic on the freeway; he has developed a system concept that can take cars and transport nonstop along the freeway at 120 miles per hour.
Public Scoping Meeting Comment Cards September 11, 2008 – Cabrillo High School in Long Beach	
Carter, Kathi	Requested aerial photos of the I-710 Corridor Project.
Fishel, Alan	Requested information about the following: purpose and need of the project; percentage of the container trucks on I-710 that use railroad reload terminals and why these trucks do not use rail from the start; why the Alameda and Alameda East Corridors are not electricified to the inland ports or terminals; why there are no plans to widen I-710 to 14 lanes with separate truck and auto lanes; and location of transfer points.
Flores, Maria	Requested information about what streets would be affected and why there is a need for widening on I-710. Suggested improvements to be included in the project (i.e., exit/merging improvements).
Gonzales, Christopher and Molly	Requested a sound wall along the northbound side of I-710 in the City of Bell Gardens, from South Gate to Bell Gardens Elementary School. Concerns with air pollution, safety, and future health.
Smith, Jack C.	Requested there be no double decking between Pacific Coast Highway and Willow Street proposed with the project because of noise and aesthetic impacts. Requested a train in the middle right-of-way become policy for all freeway improvements, similar to I-105. In favor of

**Table D Scoping Meeting Comment Summary**

	containers moving without trucks.
Warren, Elizabeth	Provided information about local dependency on the ports and I-710 and provided information about several initiatives undertaken by the ports in the last few years. Provided support for the use of on-dock and near-dock rail loading, the Middle Harbor project, BNSF's SCIG, and UP ICTF facilities.
Public Scoping Meeting Verbal Comments September 11, 2008 – Cabrillo High School in Long Beach	
Cabrales, Robert	Concerned with public notification in Huntington Park, traffic congestion from trucks, health impacts, and zero emissions.
Cross, John	Requested I-710 be resurfaced and the interchanges and ramps for I-710 north to I-405 south be straightened. Concerned with traffic congestion and in support of trains that are loaded on dock.
Fishel, Alan	Requested information about the following: purpose and need of the project; percentage of the container trucks on I-710 that use railroad reload terminals and why these trucks do not use rail from the start; why the Alameda and Alameda East Corridors are not electricified to the inland ports or terminals; why there are no plans to widen I-710 to 14 lanes with separate truck and auto lanes; and location of transfer points.
Gonzales, Christopher	Concerned with sound walls and barriers between homes and the freeway and health impacts. Solution is not to widen the freeway but to implement alternative methods (public transportation).
Green, Elina	Concerned with health impacts and community participation framework. Requested a no build alternative be analyzed, impacts to schools considered, and an HRA be prepared.
Hricko, Andrea	Concerned with health impacts in proximity to freeway, a threefold increase in trucks, and the availability and legal documentation of the NOP posting for the proposed project.
Montez, Victor	Concerned with noise and pollution associated with double decking in Long Beach, use of rail instead of trucks, and alternatives.
Ramirez, Alberto	Concerned with green growth and truck traffic.



Table D Scoping Meeting Comment Summary

Smith, Jack C.	Concerned with double decking and associated noise, health impacts, and visual impacts.
Valdez, Lupe	Representing UP and requested a consultation on any improvements that may impact the railroad operations or right-of-way. Stated there is not enough dock capacity to meet future growth.
Warren, Elizabeth	Provided information about local dependency on the ports and I-710 and provided information about several initiatives undertaken by the ports in the last few years. Provided support for the use of on-dock and near-dock rail loading, the Middle Harbor project, BNSF's SCIG, and UP ICTF facilities.
Zavala, Angeles	Representing Youth for Environmental Justice with Communities for a Better Environment. Concerned with public notification to the affected communities, how many meetings the public will be involved in, how many community members will be involved and are aware of the project, and air pollution.



6.0 COORDINATION WITH INTERSTATE 5 PROJECT

The LAC representing the East Los Angeles community requested the I-710 Corridor Project to coordinate with the I-5 improvement project between I-605 and I-710 since the I-710 and I-5 project study areas overlap and both projects will be following similar environmental planning timelines. The I-5 project began work in August 2007; the NOP was published in February 2008 and scoping meetings were held in February 2008. The I-710 Corridor Project began work in early 2008; the NOP was published in August 2008 and scoping meetings were held in September 2008. Coordination between the two projects is critical for the following reasons: (1) both Draft EIR/EIS public circulation review periods are planned for approximately the same time in 2010, and therefore the public would expect consistent data between the two documents; (2) design of the two projects needs to be coordinated to ensure compatibility of plans and to minimize any throwaway costs for construction; and (3) Commerce and East Los Angeles are directly affected by both projects and coordination needs to ensure that cumulative impacts of the two projects on the communities are fully considered. Therefore, meetings have been regularly held between the two project teams to coordinate engineering, environmental technical studies (e.g., air quality and traffic), and design alternatives feasible with the other projects planned in the area. Coordination will continue between the two projects as the environmental process continues for both projects. The I-710 LACs for Commerce and East Los Angeles have also agreed to function in a similar role for the I-5 project.