



AGENDA

Public Scoping Meeting
Rowan Elementary School
Tuesday, September 9, 2008

6:30 – 7PM Registration and View Exhibit Stations

7 – 7:30PM Welcome and Presentations

- I. Purpose of Scoping
- II. Project Background
- III. Study Area
- IV. Need and Purpose
- V. Alternatives
- VI. Key Environmental Issues

7:30 – 8:30PM Public Comment and Insights





AGENDA

Reuniones de Evaluación Abiertas al Público

Escuela Primaria Rowan

Martes 9 de Septiembre de 2008

6:30 – 7 PM Inscripción y recorrido por las estaciones de la exposición

7-7:30PM Bienvenida y presentaciones

- I. Objetivo de las Reuniones de Evaluación Abiertas al Público
- II. Antecedentes del Proyecto
- III. Área de Estudio
- IV. Necesidad y Objetivo
- V. Alternativas
- VI. Aspectos Ambientales Clave

7:30 – 8:30 PM Comentarios y opiniones del público



Metro



The Port of
LONG BEACH



Mobility Environment Community Economy Technology



I-710 Corridor Project EIR/EIS

metro.net

PUBLIC SCOPING MEETING Tuesday, September 9, 2008

NAME: _____

ADDRESS: _____ CITY: _____ ZIP: _____

REPRESENTING: _____

Please drop comments in the Comment Box or:

Mail to: Mr. Ron Kosinski
Caltrans District 7
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Email: 710eir@metro.net

Project Hotline: 213-922-4710

I would like the following comments filed in the record (please print):

Please comment by September 22, 2008



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I-710 Proyecto Corredor EIR/EIS

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REUNIONES DE EVALUACIÓN ABIERTAS AL PÚBLICO Martes 9 de septiembre de 2008

NOMBRE: _____

DIRECCIÓN: _____ CIUDAD: _____

CÓDIGO POSTAL: _____

EN REPRESENTACIÓN DE: _____

Por favor, deje sus comentarios en el Buzón para comentarios o:

Envíelos por correo a: Ron Kosinski
Caltrans District 7
100 S. Main Street, MS 16A
Los Ángeles, CA 90012
Correo electrónico: 710eir@metro.net
Teléfono: 213-922-4710

Me gustaría registrar los siguientes comentarios (por favor, en letra de imprenta):

Por favor, envíe sus comentarios antes del 22 de septiembre de 2008



Metro



SPEAKER'S CARD
I-710 Corridor Project EIR/EIS
Public Scoping Meeting
September 9, 2008

Please Print

Name: _____

Street: _____

City, State, Zip: _____

Phone No.: _____ E-Mail: _____

Organization you are representing, if other than self: _____

Subject: _____

Purpose of the Card:

- For taking minutes and proper spelling of speaker's name
- Provides contact information for follow-up, if necessary
- Helps meeting move along efficiently

Speaking Rules

- Speakers will be called upon
- Speaker will have 3 minutes to address the subject

SPEAKER'S CARD
I-710 Corridor Project EIR/EIS
Public Scoping Meeting
September 11, 2008

Please Print

Name: _____

Street: _____

City, State, Zip: _____

Phone No.: _____ E-Mail: _____

Organization you are representing, if other than self: _____

Subject: _____

Purpose of the Card:

- For taking minutes and proper spelling of speaker's name
- Provides contact information for follow-up, if necessary
- Helps meeting move along efficiently

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- Speakers will be called upon
- Speaker will have 3 minutes to address the subject

TARJETA DE DATOS DEL PRESENTADOR
El EIR/EIS del Proyecto del Corredor I-710
Reuniones de Evaluación Abiertas al Público
9 de septiembre de 2008

Por favor, completar en letra de imprenta

Nombre: _____

Dirección: _____

Ciudad, Estado, Código Postal: _____

Teléfono: _____ Correo electrónico: _____

Organización a la que representa, en caso de no representarse en forma independiente: _____

Asunto: _____

Objetivo de la tarjeta:

- Para registrar las actas y la ortografía correcta del nombre del presentador
- Ofrece información de contacto para un futuro seguimiento, en caso de ser necesario
- Ayuda a que la reunión se desarrolle eficientemente

Reglas para el presentador

- Se les dará la palabra a los presentadores
- El presentador tendrá 3 minutos para desarrollar el tema

TARJETA DE DATOS DEL PRESENTADOR
El EIR/EIS del Proyecto del Corredor I-710
Reuniones de Evaluación Abiertas al Público
11 de septiembre de 2008

Por favor, completar en letra de imprenta

Nombre: _____

Dirección: _____

Ciudad, Estado, Código Postal: _____

Teléfono: _____ Correo electrónico: _____

Organización a la que representa, en caso de no representarse en forma independiente: _____

Asunto: _____

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- El presentador tendrá 3 minutos para desarrollar el tema

AGENDA

Public Scoping Meeting

Progress Park

September 10, 2008 2:00 PM – 4:00 PM

2:00 – 2:30 PM Welcome & Presentations

- I. Project Background
- II. Study Area
- III. Need and Purpose
- IV. Alternatives
- V. Key Environmental Issues

2:30 – 3:30 PM Permits and Approvals Required by each Agency

3:30 – 4:00 PM Open Discussion/Adjourn



AGENDA

Public Scoping Meeting

Progress Park

Wednesday, September 10, 2008

Prior to Meeting

6:30 – 7PM Registration and View Exhibit Stations

Meeting

7 – 7:30PM Welcome & Presentations

- I. Purpose of Scoping
- II. Project Background
- III. Study Area
- IV. Need and Purpose
- V. Alternatives
- VI. Key Environmental Issues

7:30 – 8:30PM Public Comment & Insights



SPEAKER'S CARD
I-710 Corridor Project EIR/EIS
Public Scoping Meeting
Wednesday, September 10, 2008

Please Print

Name: _____

Street: _____

City, State, Zip: _____

Phone No.: _____

E-Mail: _____

Organization you are representing, if other than self: _____

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- For taking minutes and proper spelling of speaker's name
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- Helps meeting move along efficiently

Speaking Rules

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- Speaker will have 3 minutes to address the subject



AGENDA

Public Scoping Meeting
Cabrillo High School
Thursday, September 11, 2008

6:30 – 7PM Registration and View Exhibit Stations

7 – 7:30PM Welcome and Presentations

- I. Purpose of Scoping
- II. Project Background
- III. Study Area
- IV. Need and Purpose
- V. Alternatives
- VI. Key Environmental Issues

7:30 – 8:30PM Public Comment and Insights





AGENDA

Reuniones de Evaluación Abiertas al Público

Escuela Media de Cabrillo

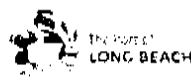
Jueves 11 de Septiembre de 2008

6:30 – 7 PM Inscripción y recorrido por las estaciones de la exposición

7-7:30PM Bienvenida y presentaciones

- I. Objetivo de las Reuniones de Evaluación Abiertas al Público
- II. Antecedentes del Proyecto
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Mobility. Environment. Community. Economy. Technology.



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PUBLIC SCOPING MEETING
Cabrillo High School
Thursday, September 11, 2008

NAME: _____

ADDRESS: _____ CITY: _____ ZIP: _____

REPRESENTING: _____

Please drop comments in the Comment Box or:

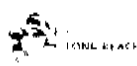
Mail to: Mr. Ron Kosinski
Caltrans District 7
100 S. Main Street, MS 16A
Los Angeles, CA 90012
Email: 710eir@metro.net
Project Hotline: 213-922-4710

I would like the following comments filed in the record (please print):

Please comment by September 22, 2008



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Movilidad. Medioambiente. Comunidad. Economía. Tecnología.



REUNIONES DE EVALUACIÓN ABIERTAS AL PÚBLICO

Cabrillo High School

Jueves 11 de Septiembre de 2008

NOMBRE: _____

DIRECCIÓN: _____ CIUDAD: _____

CÓDIGO POSTAL: _____

EN REPRESENTACIÓN DE: _____

Por favor, deje sus comentarios en el Buzón para comentarios o:

Envíelos por correo a: Ron Kosinski
Caltrans District 7
100 S. Main Street, MS 16A
Los Ángeles, CA 90012
Correo electrónico: 710eir@metro.net
Teléfono: 213-922-4710

Me gustaría registrar los siguientes comentarios (por favor, en letra de imprenta):

Por favor, envíe sus comentarios antes del 22 de septiembre de 2008



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LONG BEACH





What is a Local Advisory Committee?

Each community along the I-710 corridor has the opportunity to form a Local Advisory Committee (LAC). These grassroots groups are comprised of residents, business owners, or local elected officials. They come together to represent their communities' interests and objectives regarding the I-710 Corridor Project EIR/EIS. LAC members offer critical input into project documents and designs based on their perspectives as community members. LACs focus on key issues that affect their communities and mitigation plans to avoid, minimize or reduce project impacts.

Where have Local Advisory Committees been formed?

There are currently 13 Local Advisory Committees established along the I-710 corridor. Each one is unique and each one is designed to meet the needs of its community and its members. LACs have begun working in the following communities:

- East Los Angeles
- Commerce
- Vernon
- Maywood
- Huntington Park
- Bell
- Bell Gardens
- Cudahy
- South Gate
- Lynwood
- Paramount
- Carson
- Long Beach

Can I meet the members of my community's LAC?

Many LAC members are here tonight. They are wearing name tags and will be introduced at the beginning of the project presentation. Please introduce yourself to them and let them know your ideas about the I-710 project. They are interested in hearing from you.

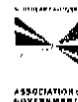
How can I become involved in the Local Advisory Committee in my community?

If you are interested in learning more about the Local Advisory Committee in your community, please contact us in one of the following ways:

- Call Devon Cichoski, Metro Constituent Program Manager, at 213-922-6446
- E-mail 710eir@metro.net
- Visit the project website www.metro.net/710eir and fill out a comment form. (Click "Contact Us")



Metro



¿Qué es el comité asesor local?

Cada comunidad a lo largo del corredor I-710 tiene la oportunidad de formar un comité asesor local (LAC, por sus siglas en inglés). Estos grupos de base están compuestos por residentes, propietarios de negocios u oficiales locales elegidos por la comunidad. Se reúnen para representar los intereses y objetivos de sus comunidades con respecto al Reporte de Impacto Ambiental/Declaración de Impacto Ambiental (EIR/EIS por sus siglas en inglés) del Proyecto del Corredor I-710. Los miembros de LAC ofrecen comentarios críticos para los documentos y diseños del proyecto basados en sus perspectivas como miembros de la comunidad. Los LAC se enfocan en temas claves que afectan a sus comunidades y planes de mitigación para evitar o reducir los impactos del proyecto.

¿Dónde se han formado los comités asesores locales?

Actualmente existen 13 comités asesores locales establecidos a lo largo del corredor I-710. Cada uno es único y cada uno está diseñado para cubrir las necesidades de su comunidad y sus miembros. Los LAC han comenzado a trabajar en las siguientes comunidades:

- East Los Angeles
- Commerce
- Vernon
- Maywood
- Huntington Park
- Bell
- Bell Gardens
- Cudahy
- South Gate
- Lynwood
- Paramount
- Carson
- Long Beach

¿Puedo conocer a los miembros del LAC de mi comunidad?

Muchos miembros de los LAC se encuentran aquí esta noche. Ellos están usando tarjetas de identificación con sus nombres y serán presentados al inicio de la presentación del proyecto. Por favor preséntese a ellos y déjeles saber sus ideas sobre el proyecto de I-710. A ellos les interesa escucharlos.

¿Cómo puedo involucrarme en el comité asesor local en mi comunidad?

Si está interesado en aprender más acerca del comité asesor local en su comunidad, por favor comuníquese con Metro en una de las siguientes formas:

- Llame a Devon Cichoski, Metro Constituent Program Manager, al 213.922.6446.
- Envíe un correo electrónico a 710eir@metro.net.
- Visite el sitio web del proyecto en www.metro.net/710eir y complete un formulario de comentarios. (Haga clic en "Contact Us")



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I-5/I-710 Coordination Plan

Overview

Both the I-710 and I-5 freeways have environmental documents being prepared simultaneously and on similar schedules. The two projects overlap at the I-5/I-710 interchange and coordination of these two efforts is required. The same need for coordination applies to community participation programs in the two communities located at this interchange – ELA and Commerce. In response to this need, a strategy to integrate both projects was developed by the project management teams of both projects and is presented below.

History

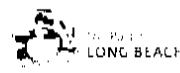
Prior to initiating the I-710 EIR/EIS Corridor Project, a Major Corridor Study (MCS) was prepared for the I-710 corridor. During the MCS process, the Tier 2 Community Advisory Committee, a group made of 38 stakeholders from across the I-710 corridor, memorialized a set of project recommendations in a report entitled Major Opportunity/Strategy Recommendations and Conditions. In November 2004, the I-710 Oversight Policy Committee, the governing body for the MCS, formally adopted a Locally Preferred Strategy for improving the corridor. Its members voted unanimously to accept the entire Tier 2 Report as pre-scoping guidance for the preparation of the I-710 EIR/EIS. In keeping with this policy direction, the Tier 2 Report is currently being used as pre-scoping guidance for the I-710 EIR/EIS project, including those portions of the I-710 freeway that fall within the limits of the I-5 project.

Community Participation Coordination

The I-710 EIR/EIS Corridor project community participation plan includes a customized approach that is tailored to each of the communities. For both ELA and Commerce the I-710 Community Participation process of facilitated meetings will be followed for the I-5/I-710 interchange. The facilitated meetings will focus on improvements to the interchange that are of concern to both communities. Facilitated meetings will continue throughout 2008 on a regularly-scheduled basis as determined by each community's Local Advisory Committee (LAC). The focus of the meetings will be determined in consultation with the LAC's. Representatives from the committees of both communities



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will serve on the I-710 Corridor Advisory Committee and the I-710 Subject Working Groups.

Roles

The I-710 EIR/EIS Community Participation team will coordinate with the I-5 Community Participation team to ensure seamless integration of outreach for both projects. Based on direction from the management teams for both projects, the roles for community participation on this coordination effort are as follow.

MIG	Arellano	Caltrans/Metro
▪ Facilitate LAC/community meetings under I-710 contract ▪ Provide I-710 outreach strategy overview for outreach activities and materials ▪ Produce I-710 hand outs: agenda, meetings summaries ▪ Coordinate with I-5/I-710 Community participation team	▪ Develop and produce meeting handouts related to I-5 ▪ Coordinate mapping with Caltrans ▪ Give project updates and presentations to LACs on I-5 EIR/EIS project ▪ Coordinate with I-5/I-710 Community Participation team	▪ Provide technical support and data to inform meeting hand outs ▪ Make presentations as needed ▪ Coordinate with I-5/I-710 Community Participation team

Technical Coordination

The various reports and studies for both environmental documents will have to be coordinated. An outline of these key studies is summarized below. As more detail is developed additional coordination details will be provided:

- Air Quality – A single air quality study (and health risk assessment) will be prepared for both corridors, the results of which will be used in the environmental documents for both projects.
- Traffic Modeling/Projections – Coordination will be provided to avoid overlap and duplication of information and projections at local intersections and for both freeways. Lists of data collection points for both projects will be shared with each project and the data collected will be shared as well. Results and projections for traffic forecasts will be shared as they are developed with both project teams to make sure the results are coordinated and similar.
- Geometric Plans – The geometric (or preliminary design) plans for both projects will be matched at the I-710/Washington Blvd. interchange.
- Other Studies – As more detail is developed the required coordination between any other studies that overlap at this interchange will be determined and that approach supplied.

Implementation/Next Steps

The I-5/I-710 Community Participation team has prepared this coordination proposal to present to ELA and Commerce at upcoming Local Advisory Committee meetings. The approach was developed and refined in response to the desires expressed by these communities. This is a living document and will be further refined based upon the input of the committees in ELA and Commerce as well as in response to the ongoing work and emerging information generated by the I-5/I-710 EIR/EIS.

I-710 Corridor Study Area

committee structure, outreach activities are designed to provide stakeholders the opportunity to work hand-in-hand with the technical team throughout the life of the project. Community outreach for the I-710 EIR/EIS is modeled on the highly regarded program used to complete the MCS.

The public is invited to stay involved by:

- Attending regular advisory and policy-making committees
- Participating in community workshops and public forums
- Submitting comments and questions via web or phone
- Joining the project mailing list

Preliminary Schedule

- Begin public engagement in local communities: Spring 2008
- Hold public and agency scoping meetings: Fall 2008
- Complete Draft I-710 Corridor Project EIR/EIS: Spring 2010
- Approve final I-710 Corridor Project EIR/EIS: Winter 2011

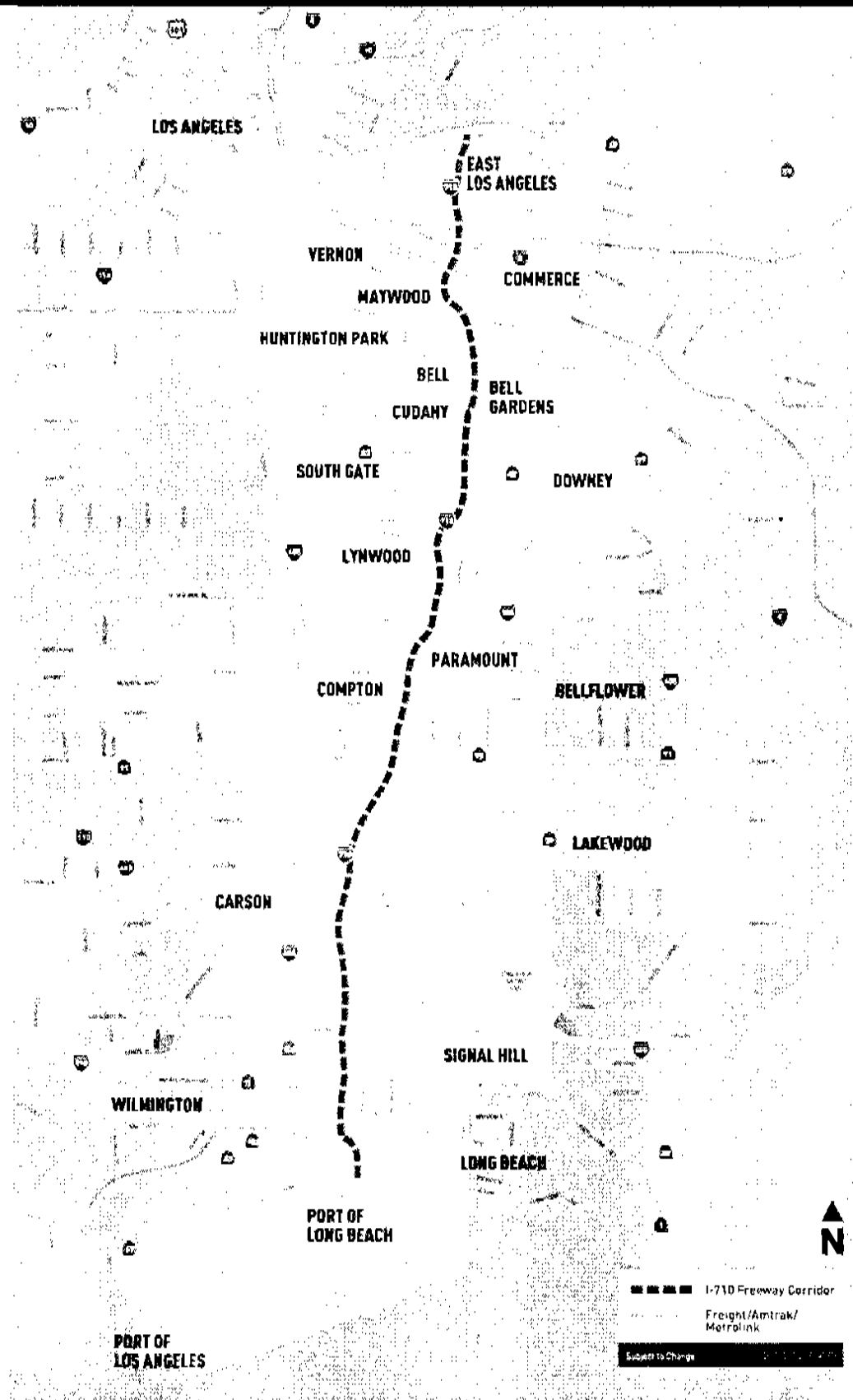
Contact Us

For more detailed information about the project, its history, the community participation framework, public meeting schedules, and other opportunities for involvement, please contact us:

Web: www.metro.net/710eir

Phone: 213-922-4710

E-mail: 710eir@metro.net



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Overview and History

The Long Beach Freeway (I-710) is a vital transportation artery, linking the Ports of Long Beach and Los Angeles to Southern California and beyond. An essential component of the regional, statewide and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 Freeway experiences serious congestion and safety issues.

In March 2005, following an extensive technical and community participation process, Metro completed the I-710 Freeway Major Corridor Study (MCS). This study analyzed congestion and mobility along the corridor in order to develop transportation solutions that preserve and enhance the quality of life of surrounding neighborhoods and communities.

Metro and six project participants are now conducting an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to analyze the range of possible improvement alternatives for the I-710 corridor. The I-710 Corridor Project EIR/EIS will study 18 miles of the I-710 freeway between the Ports of Long Beach and Los Angeles and the Pomona Freeway (SR-60). The study area encompasses 18 cities and unincorporated areas in Los Angeles County adjacent to the freeway corridor.

The EIR/EIS, a study required by federal and state statutes, is an assessment of the likely

influences that future improvements may have on the environment and communities along the corridor. It includes analyses of ways to reduce or avoid possible adverse environmental impacts.

Metro's objectives for the I-710 Corridor Project EIR/EIS are shaped by priorities identified by stakeholders along the I-710 corridor during and following the MCS effort. These objectives include developing transportation alternatives that will:

- Improve air quality
- Improve mobility, congestion and safety
- Assess alternative, green goods movement technologies

Project Participants

Metro is joined by several partner agencies in completing the I-710 Corridor Project EIR/EIS. These agency partners include the Gateway Cities Council of Governments, the California Department of Transportation, Port of Long Beach, Port of Los Angeles, the Southern California Association of Governments, and I-5 Joint Powers Authority.

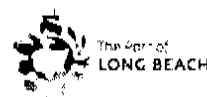
Community Participation Framework

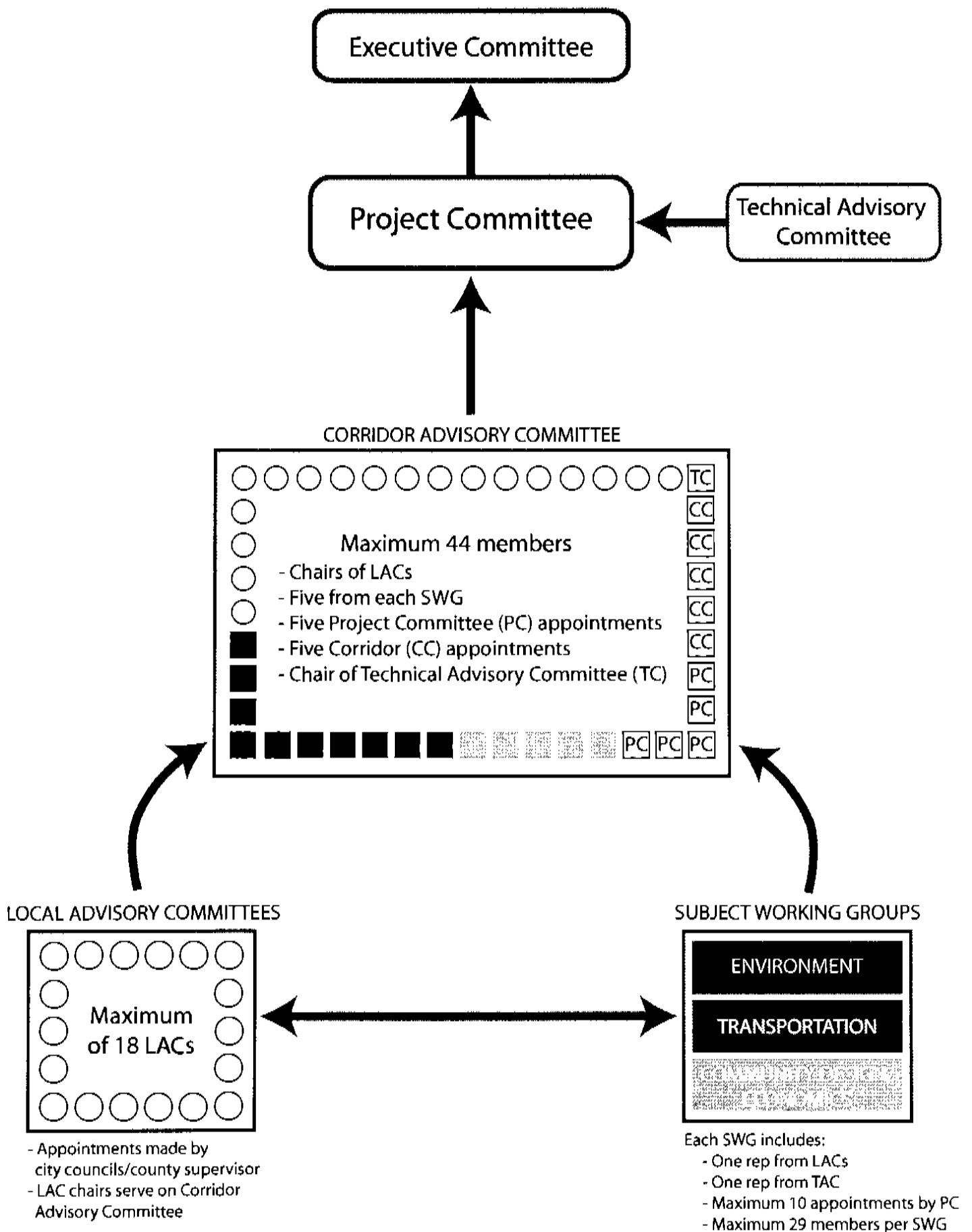
The I-710 Corridor Project EIR/EIS seeks to break new ground in not only identifying impacts and mitigation strategies but in engaging community members and stakeholders in developing strategies to improve air quality, mobility, and quality of life. Through a representative community advisory

(over)



Metro





The I-710 Corridor Project EIR/EIS

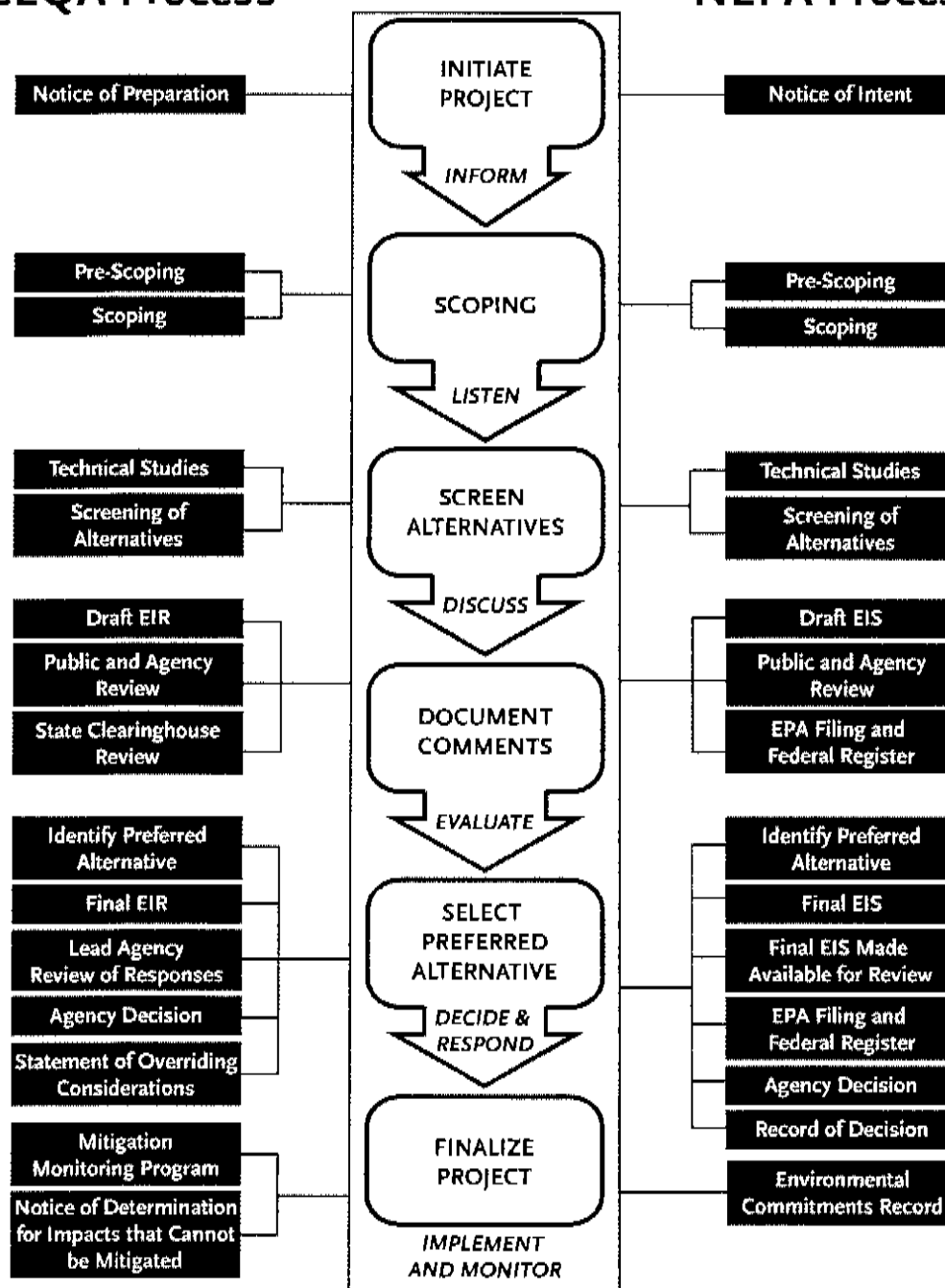
CEQA and NEPA Process

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) are laws that require government agencies to identify the significant environmental impacts of their actions and to avoid, minimize or mitigate any adverse effects. An Environmental Impact Report (EIR) for CEQA or Environmental Impact Statement (EIS) for NEPA is required for any action that is taken by the government or that gets governmental funding. When projects require approvals under both CEQA and NEPA, a joint EIR/EIS is prepared. An EIR/EIS explores the proposed project's environmental impacts on a broad range of topics, including air quality, public health, communities, noise, visual disruption, soil, water pollution, cultural resources and biological resources. These reports also discuss how to avoid, minimize, or mitigate any adverse impacts that might be discovered in the analysis process. There are a number of steps in the EIR/EIS process, including times for the agencies, organizations, and the general public to review the report and provide comments.

The I-710 Freeway Major Corridor Study identified a number of solutions for the problems experienced throughout the corridor. These opportunities and solutions, as well as new ones that emerge through ongoing community participation, will be analyzed through the CEQA/NEPA process.

CEQA Process

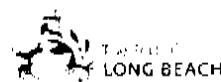
NEPA Process





GLOSSARY OF TERMS

EIR/EIS	Agency Decisions	Two key decisions made by the Lead Agency during the environmental process - approval of the EIR/EIS and selection of a preferred alternative.
	Alternatives	Solutions to the project's need. A "reasonable range" of alternatives must be considered as part of the EIR/EIS process. One of those alternatives must be a "no project" alternative.
	California Environmental Quality Act (CEQA)	California law passed in 1970 that requires disclosure of potential environmental impacts of a project and evaluation of alternatives and mitigation strategies in an Environmental Impact Report (EIR).
	CEQA Guidelines	Regulations adopted by the State of California to implement CEQA.
	Design Year	Year projected 20 years after completion of construction. The design year for the I-710 EIR/EIS is 2035.
	Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS)	Assessment of a proposed project's environmental impacts and recommended methods for avoiding or mitigating any significant adverse impacts. A Draft EIR/EIS is circulated for public review and comment.
	Environmental Justice (EJ)	Federal Executive Order 12898 requiring analysis of the impact of a facility or project on disadvantaged populations (i.e., low-income, minority, etc.)
	Federal Register	The official daily publication for rules, proposed rules, and notices of Federal agencies. Executive orders and other presidential documents are also published here.
	Final EIR/EIS	The Final EIR/EIS includes responses to public and agency comments and revisions to the Draft EIR/EIS.
	Health Risk Assessment (HRA)	Health risk assessments are used to determine if a particular chemical poses a significant risk to human health and, if so, under what circumstances. The I-710 EIR/EIS is the first major freeway study in California to include such an assessment.
	Impact	Reasonably predictable changes in the environment resulting from a proposed project. Impacts can be adverse or beneficial, and can be classified as direct, indirect or cumulative.



EIR/EIS	Lead Agency	The public agency responsible for completing CEQA/NEPA documentation. For the I-710 EIR/EIS Corridor Project Caltrans is the lead agency.
	Mitigation Measure	Action that avoids, minimizes or compensates for the significant impacts of a project
	Mitigation Monitoring and Reporting Program	A plan for ensuring that measures to mitigate adverse project impacts are implemented.
	National Environmental Policy Act (NEPA)	Established in 1969, NEPA is the basic national charter for protecting the environment. NEPA requires federal projects to disclose potential environmental impacts and to evaluate alternatives and mitigations in an Environmental Impact Statement (EIS).
	Notice of Availability (NOA)	An announcement of the release of the Draft EIR/EIS, which makes the documents available to the public.
	Notice of Determination (NOD)	After approving the Final EIR, the lead agency files an NOD with the State Clearinghouse to document approval of the project. Posting of NOD commences a 30-day statute of limitations. During this time, someone can file a court action challenging the approval of a project.
	Notice of Intent (NOI)	A notice published in the Federal Register declaring that an EIS will be prepared for a project.
	Notice of Preparation (NOP)	Notice from the lead agency to responsible and trustee agencies stating that draft environmental documents are being prepared and seeking input on relevant issues to be addressed in the Draft EIR/EIS.
	Participating Agency	Federal, State, regional, or local agencies that may have an interest in the project.
	Preferred Alternative	The alternative that causes the least damage and best protects, enhances and preserves cultural, historic and natural resources. This alternative must be identified, but not necessarily adopted, through the EIR process.
	Purpose and Need Statement	The section of the EIR/EIS dedicated to defining the problems to be solved (need) and what the project will accomplish (purpose).
	Record of Decision	Public notification about which alternative the federal lead agency has selected and why. ROD must be published no less than 30 days after the NOA of the Final EIR/EIS.
	Responsible Agency	Under CEQA, an agency that will issue permits or other approvals for the project. Responsible agencies act after the lead agency completes its CEQA process.
	Scoping	Opportunity for agencies and the public to review the proposed alternatives and identify issues to be addressed in the Draft EIR/EIS. During the scoping period, the NOP is circulated and public meetings are held.
	Screening of Alternatives	The process of reducing the number of alternatives evaluated in detail through the EIR. Explanation is provided as to why some of the alternatives were rejected from further analysis. Screening assures that only the alternatives that could address the project purpose and need are evaluated and compared in the EIR.

<i>EIR/EIS</i>	State Clearinghouse Review	The Draft EIR/EIS is published in the State Clearinghouse Review for public review and comment.
	Statement of Overriding Considerations	Explanation of specific benefits that outweigh one or more significant and unavoidable impacts of the project.
	Technical Studies	A detailed study examining a specific environmental category (i.e. air quality, noise, etc.).
	Trustee Agency	State agency that has jurisdiction, by law, over natural resources affected by a project (i.e., State Lands Commission, California Department of Parks and Recreation, etc.)
<i>Goods Movement</i>	Alameda Corridor	The Alameda Corridor is a 20-mile-long rail cargo expressway linking the ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles.
	Intermodal Yard	Facility to accommodate transfer of goods from one form of transport to another (i.e., truck to rail)
	Near-Dock	Facilities for transferring goods from truck to rail that are within a five-mile distance of the dock.
	On-Dock	Facilities for transferring goods directly from ship to transporter, such as a truck or a train.
	TEU	Container size – Twenty-Foot Equivalent Unit.
	Transloading	Transferring goods from one mode of transport to another.
<i>Stakeholder Agencies</i>	Caltrans	California Department of Transportation - Owner/operator of I-710 freeway, project partner agency, and lead agency for the EIR/EIS.
	FHWA	Federal Highway Administration – Federal lead agency who has delegated their NEPA responsibility to Caltrans.
	GCCOG	Gateway Cities Council of Governments – Project partner agency.
	I-5 JPA	I-5 Joint Powers Authority – Project Funding Partner
	Metro	Los Angeles County Metropolitan Transportation Authority – State-chartered regional transportation planning and operating agency for Los Angeles County, sponsoring agency, and project partner agency.
	POLA	Port of Los Angeles – Project partner agency.
	POLB	Port of Long Beach – Project partner agency.
	SCAG	Southern California Association of Governments – Federally-designated Metropolitan Planning Organization for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and, project partner agency.

*I-710 EIR/EIS Corridor
Project Committees*

Local Advisory Committee (LAC)

Community-level committees established along the I-710 corridor whose members give input into project documents and reports based on their perspective as community members.

Subject Matter Working Group (SWG)

Committees that review and comment in-depth on specific subject areas, including Environment, Transportation and Community Design/Economics. SWGs bring knowledgeable stakeholders together with community representatives.

Corridor Advisory Committee (CAC)

Corridor-level committee composed of representatives of all I-710 communities as well as other stakeholders in the corridor. The CAC will make recommendations to the project and provide an opportunity for information sharing among its members.

Technical Advisory Committee (TAC)

Comprised of technical staff from each member agency of the Project Committee as well as staff from other stakeholder agencies like California Highway Patrol, South Coast Air Quality Management District, and others.

Project Committee (PC)

Comprised of elected officials representing communities along the I-710 corridor as well as the study's partner agencies, the PC is responsible for the oversight and management of the project.

Executive Committee (EC)

Comprised of Board members of the project partner agencies and Co-chairs of the Project Committee, the EC is responsible for policy assistance and guidance on legislative, regulatory, financial and other specialized issues.



FREQUENTLY ASKED QUESTIONS

What is an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)?

An EIR/EIS is a document required under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). It evaluates potential impacts that a proposed project might have on people or the environment and addresses issues such as, air quality, health risk, noise, visual disruption, and construction impacts, among others.

Why do an EIR/EIS?

For a proposed project to move forward to construction, the extent of environmental impacts must first be determined according to State of California and federal law. If potentially significant impacts are anticipated, or if the project is considered controversial, an EIR/EIS is required. The EIR/EIS process simultaneously ensures that the requirements for documenting and reducing environmental impacts of a project are met. Additionally, the process provides for technical analysis as well as public input and participation.

How will this project improve air quality and reduce health risk?

To ensure a thorough examination of air quality and health risk, an Air Quality and Health Risk Assessment will be prepared for the I-710 EIR/EIS. Health risk assessments are used to determine if a particular pollutant or chemical poses a significant risk to human health and, if so, under what circumstances. The results from this study can be utilized to develop strategies for improving air quality and reducing health risk related to the project. This will be the first time such a specific Air Quality and Health Risk Assessment has been included in a major freeway study in California.

What is the difference between California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA)?

CEQA is a State of California law and requires an EIR for projects that may have a significant impact on one or more environmental resources. NEPA is a federal law, and requires the preparation of an EIS for projects that may significantly affect the quality of the human environment. Under CEQA, an EIR requires the determination of whether individual impacts to environmental resources are "significant." If there are significant



Metro



impacts, the lead agency must adopt the mitigation measures outlined in the EIR, or it cannot pursue the project. By contrast, an EIS considers both beneficial and adverse effects when determining the significance of the project impact as a whole. CEQA also focuses on "the physical environment," while NEPA provisions identify "the human environment," which appears broader than the CEQA focus.

What was the I-710 Major Corridor Study and how is it different from the EIR/EIS?

The I-710 Major Corridor Study (MCS), completed in 2005, evaluated traffic congestion, safety, and mobility problems along the I-710 travel corridor. The MCS confirmed the need for further public investment in the corridor and developed a "Locally Preferred Strategy" for improving the freeway. It led to the initiation of the current EIR/EIS process.

Findings and recommendations from the MCS are being used as guidance for the EIR/EIS phase of the project. During the EIR/EIS, these findings will be subjected to a more thorough level of technical scrutiny and compared against other alternatives for improving the corridor. The CEQA/NEPA process requires the examination of a range of alternatives, including the "No Project" option. The result of an EIR/EIS is the development of a project alternative that could be approved for final design, engineering and construction.

Who is responsible for approving the I-710 EIR/EIS?

As a project with both federal and state funding, Caltrans is the lead agency on the EIR and has been delegated authority from the federal government to be the lead agency on the EIS. As such, Caltrans, in conjunction with its funding partners, is responsible for approving the preferred alternative in the environmental document.

How long does the process normally take?

EIR/EIS processes vary in length and complexity with the average duration being four to seven years. The I-710 EIR/EIS is expected to take approximately four years to complete.

Why does it take so long?

EIR/EIS studies take a long time because of the need to gather, review, analyze and respond to a significant amount of technical information and community input. Additionally, CEQA and NEPA regulations mandate required public affected agency review periods for project documents.

How much will the I-710 EIR/EIS Corridor Project cost?

The EIR/EIS process is estimated to cost \$30 million.

How will the public participate in decision-making on the I-710 EIR/EIS?

The I-710 EIR/EIS community participation process ensures that public input influences the decision-making process of the project. Project-related information and feedback flows from the community level to the agency level, and back throughout the process. Through the project's advisory committees, the public will have the opportunity to provide recommendations to the policy-makers.

When can I provide input?

There will be many opportunities for you to participate in the study. Well-publicized public scoping meetings will be held in early fall 2008. The purpose of these meetings is to provide an understanding of the project and potential alternatives and to engage the community in providing feedback and input for continued study.

In addition, the community can provide input during a variety of other public forums such as advisory committee meetings, town hall meetings, and public hearings. You may also visit Metro's website at www.metro.net/710eir to submit comments and learn about upcoming events.

You are also welcome to send comments:

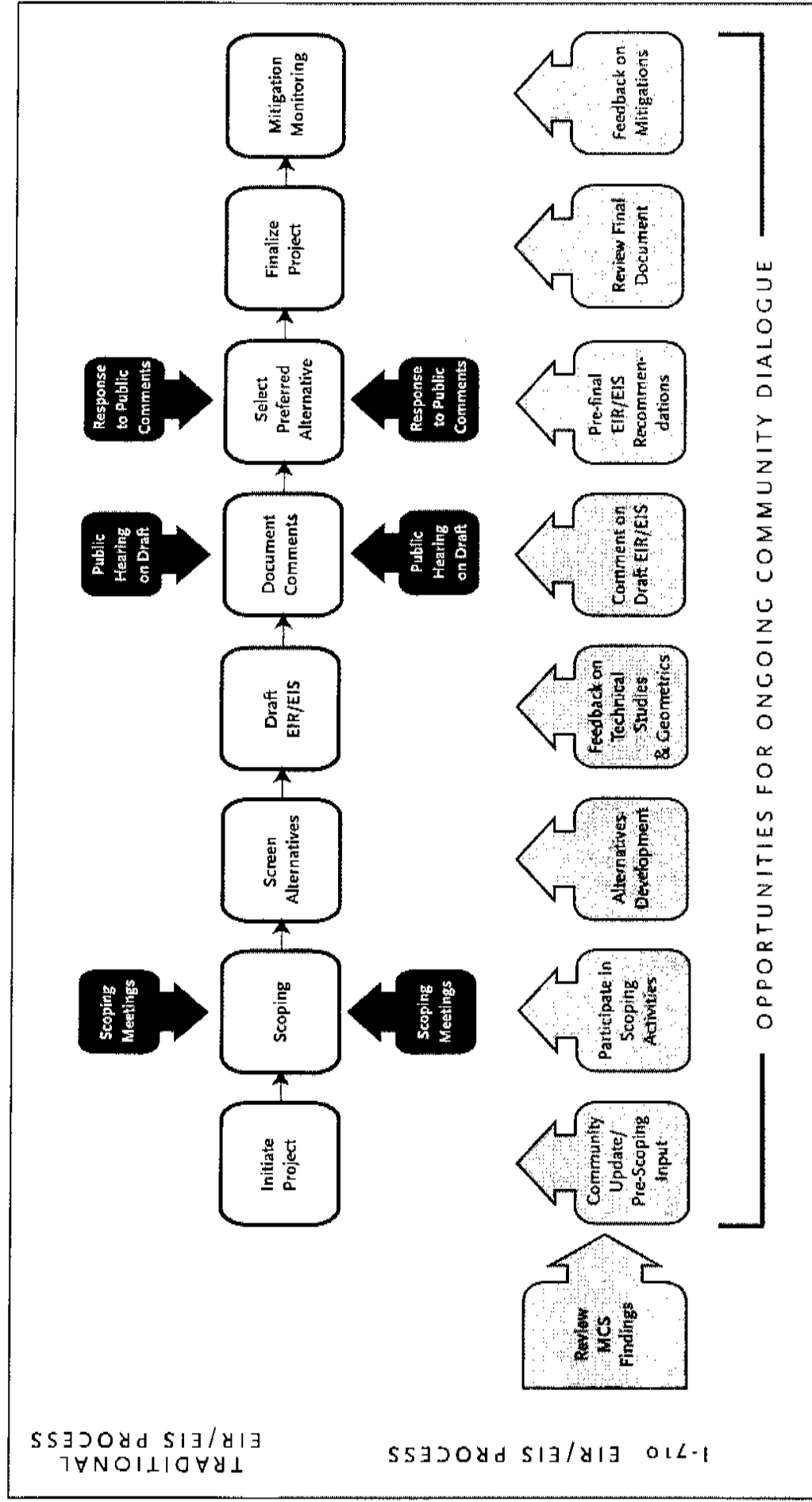
Via e-mail to: 710eir@metro.net

Via letter to: Mr. Roy Choi, Project Manager
Gateway Cities/Southeast Area Team
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza, Mail Stop: 99-22-4
Los Angeles, CA 90012.

Mr. Ronald Kosinski, Deputy District Director
Caltrans District 7 – Division of Environmental Planning, MS 16A
100 South Main Street, Suite 100
Los Angeles, CA 90012

Via Phone to: 213-922-4710

CEQA and NEPA Outreach Process





NEED AND PURPOSE/ALTERNATIVES

Interstate 710 (I-710) is a major north-south interstate freeway in Los Angeles County connecting the City of Long Beach, the Port of Los Angeles, and the Port of Long Beach to central Los Angeles with connections to Interstate 405, State Route 91, Interstate 105, Interstate 5, State Route 60, and Interstate 10. Metro in cooperation with the California Department of Transportation District 7 (Caltrans) the Gateway Cities Council of Governments, the Port of Los Angeles, the Port of Long Beach, the Southern California Association of Governments, and the Interstate 5 Joint Powers Authority is performing the I-710 Corridor project EIR/EIS to analyze alternatives for improving I-710 from Ocean Boulevard in the City of Long Beach to SR-60, a distance of 18 miles.

Air Quality and Public Health

Diesel particulates are a major contributor to carcinogenic risk from toxic air contaminants in the South Coast Air Basin. According to the South Coast Air Quality Management District (SCAQMD), approximately 33 percent of diesel particulate emissions in the South Coast Air Basin come from exhaust produced by heavy-duty diesel trucks. The I-710 freeway experiences high heavy-duty truck volumes resulting in high concentrations of diesel particulate emissions within the I-710 corridor.

A purpose of the proposed I-710 Corridor project is to improve air quality and public health.

Traffic Safety

I-710 experiences an accident rate that is well above the statewide average for freeways of this type. Over one-third of the accidents that occur on I-710 involve a heavy-duty truck. The mixing of cars with the relatively high volume of heavy-duty trucks increases the likelihood of accidents.

A purpose of the proposed I-710 Corridor project is to improve traffic safety.



Metro



GATEWAY CITIES



Highway Design Deficiencies

In many cases along I-710, the curves of on- and off-ramps are too tight and the length available for vehicles to enter and leave the freeway is too short. The increase in truck traffic carrying containers to and from the ports, along with the growth in auto traffic, has resulted in traffic volumes that have overwhelmed the existing design capacity of I-710, particularly at the interchanges. The design deficiencies along the I-710 contribute to the higher than average accident rate.

A purpose of the proposed I-710 Corridor project is to address existing design deficiencies of the I-710 freeway.

Future Traffic Conditions (2035)

High volumes of both trucks and cars have led to traffic congestion throughout most of the day (6 a.m. to 7 p.m.) on I-710 as well as the connecting freeways. This is projected to worsen over the next 25 years.

A purpose of the proposed I-710 Corridor project is to more efficiently accommodate projected traffic volumes forecast for 2035.

Growth in Population, Employment, and Activities Related to Goods Movement

Increases in population, employment, and goods movement between now and 2035 will lead to more traffic demand on I-710 and on the streets and roadways within the I-710 corridor as a whole. Within the I-710 study area, these increases are estimated as follows:

- Population is forecast to grow from approximately 1.2 million today to 1.4 million in 2035.
- Employment is forecast to grow from approximately 503,000 today to 537,000 in 2035
- Goods movement is forecast to grow from 16.0 million TEUs today to anywhere from 28.5 million to 42.7 million TEUs in 2035.

A purpose of the proposed I-710 Corridor project is to address the increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement within the I-710 corridor

ALTERNATIVES IDENTIFIED TO DATE

The proposed project includes the following alternatives:

- No Build
- Transportation Systems Management/Transportation Demand Management (TSM/TDM) and Transit – may include up to eight new ramp meters, improved signage, parking restrictions on major arterials, empty container management through policies and incentives, implementation of truck emission/safety enforcement facilities, expanded public transportation, and an expanded Intelligent Transportation System (ITS) to include entire study area.
- Goods Movement Enhancement by Rail and/or Advanced Technology
- Arterial Highway and I-710 Congestion Relief Improvements
- Mainline I-710 Improvements
 - Option A – 10 general-purpose lanes with no carpool lanes
 - Option B – eight general-purpose lanes with one carpool lane in each direction (total of 10)
- Locally Preferred Strategy Hybrid Design (I-710 Mainline Improvements with the addition of a separated four lane freight movement facility) - Includes ten general purpose lanes next to a separated four lane freight movement facility from the Ports of Los Angeles and Long Beach (Ocean Boulevard) to the UP and BNSF intermodal yards southeast of the I-710/I-5 interchange. This alternative is a community-based recommendation from the previous I-710 Major Corridor Study: Major Opportunity/Strategy Recommendations and Conditions.

TARJETA DE DATOS DEL PRESENTADOR
EI EIR/EIS del Proyecto del Corredor I-710
Reuniones de Evaluación Abiertas al Público
10 de septiembre de 2008

Por favor, completar en letra de imprenta

Nombre: _____

Dirección: _____

Ciudad, Estado, Código Postal: _____

Teléfono: _____ Correo electrónico: _____

Organización a la que representa, en caso de no representarse en forma independiente: _____

Asunto: _____

Objetivo de la tarjeta:

- Para registrar las actas y la ortografía correcta del nombre del presentador
- Ofrece información de contacto para un futuro seguimiento, en caso de ser necesario
- Ayuda a que la reunión se desarrolle eficientemente

Reglas para el presentador

- Se les dará la palabra a los presentadores
- El presentador tendrá 3 minutos para desarrollar el tema

TARJETA DE DATOS DEL PRESENTADOR
El EIREIS del Proyecto del Corredor I-710
Reuniones de Evaluación Abiertas al Público
10 de septiembre de 2008

Por favor, completar en letra de imprenta

Nombre: _____

Dirección: _____

Ciudad, Estado, Código Postal: _____

Teléfono: _____ Correo electrónico: _____

Organización a la que representa, en caso de no representarse en forma independiente: _____

Asunto: _____

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GLOSARIO DE TÉRMINOS

EIR/EIS

Decisiones de la Agencia
(*Agency Decisions*)

Las dos decisiones clave realizadas por la Agencia Principal durante el proceso ambiental (aprobación del EIR/EIS y la selección de la alternativa preferida).

Alternativas
(*Alternatives*)

Soluciones a las necesidades del proyecto. Se debe considerar una gama "razonable" de alternativas como parte del proceso EIR/EIS. Una de esas alternativas debe ser "No Proyecto".

Ley de Calidad Ambiental de California
(*California Environmental Quality Act - CEQA*)

La ley de California aprobada en 1970 que contempla la divulgación de los posibles impactos ambientales de un proyecto y la evaluación de las alternativas y las estrategias de atenuación del EIR.

Pautas de la CEQA
(*CEQA Guidelines*)

Las reglamentaciones adoptadas por el Estado de California para implementar la CEQA.

Año del Diseño
(*Design Year*)

El año proyectado es de 20 años luego de la finalización de la construcción. El año del diseño para los EIR/EIS de I-710 es 2035.

Borrador del Reporte del Impacto Ambiental/
Declaración de Impacto Ambiental
(*Draft Environmental Impact Report/
Environmental Impact Statement - EIR/EIS*)

Evaluación de los impactos ambientales del proyecto propuesto y de los métodos sugeridos para evitar o disminuir cualquier impacto adverso significativo. Se distribuye un borrador de los EIR/EIS para la revisión y observación del público.

Justicia Ambiental
(*Environmental Justice - EJ*)

Decreto Federal N° 12898 que contempla el análisis del impacto de una instalación o proyecto sobre las poblaciones marginales (por ejemplo, bajos ingresos, minorías, etc.).

Registro Federal
(*Federal Register*)

La publicación diaria oficial de las normas, normas propuestas y notificaciones de las agencias federales. También se publican aquí los decretos y otros documentos presidenciales.

EIR/EIS Final
(*Final EIR/EIS*)

El EIR/EIS Final incluye las respuestas al comentario del público y las agencias cerca el Borrador EIR/EIS.

Evaluación de los Riesgos para la Salud
(*Health Risk Assessment - HRA*)

Las evaluaciones de los riesgos para la salud se utilizan para determinar si un producto químico presenta un riesgo importante para la salud humana y, en caso de ser así, en qué circunstancias. El EIR/EIS del I-710 es el primer estudio de una autopista importante en California que incluye tal evaluación.

Impacto
(*Impact*)

Los cambios razonablemente predecibles del medio ambiente surgen a partir del proyecto propuesto. Los impactos pueden ser adversos o favorables y se pueden clasificar como directos, indirectos o acumulativos.



EIR/EIS

Agencia Principal (<i>Lead Agency</i>)	La agencia pública cual es responsable por completar la documentación de CEQA/NEPA. Caltrans es la Agencia Principal del EIR/EIS del Corredor I-710.
Medidas de Mitigación Descritas (<i>Mitigation Measure</i>)	La acción que evita, minimiza o compensa los impactos significativos del proyecto.
Programa de Mitigación, Control y Reporte (<i>Mitigation Monitoring and Reporting Program</i>)	Se implementa un plan para asegurar las medidas que disminuyan los impactos del proyecto.
Ley de Política Ambiental Nacional (<i>National Environmental Policy Act - NEPA</i>)	NEPA se aprobó en 1969 y es el nexo básico nacional de protección al medioambiente. NEPA exige que los proyectos federales divulguen los posibles impactos ambientales y que evalúen las alternativas y atenuaciones en una Declaración del Impacto Ambiental (EIS).
Notificación de Disponibilidad (<i>Notice of Availability - NOA</i>)	Una aviso de la publicación del Borrador EIR/EIS a disposición del público.
Notificación de la Determinación (<i>Notice of Determination - NOD</i>)	Luego de la aprobación de un EIR Final, la agencia principal presenta un NOD ante la Cámara de Compensación para documentar la aprobación del proyecto. Presentar un NOD comienza con un plazo de prescripción de 30 días. Durante este tiempo, cualquier persona podrá presentar una acción legal para interponer la aprobación del proyecto.
Notificación de Intención (<i>Notice of Intent - NOI</i>)	Una notificación publicada en el Registro Federal que establece que se preparará un EIS para un proyecto.
Notificación de la Preparación (<i>Notice of Preparation - NOP</i>)	Una notificación a la agencia principal dirigida a las agencias responsables y fideicomisarias que establezcan que los documentos ambientales se encuentran en preparación y en búsqueda de la información pertinente a fines de incluirla en el Borrador EIR/EIS.
Agencia Participante (<i>Participating Agency</i>)	Las agencias federales, estatales, regionales o locales que posean un interés en el proyecto.
Alternativa Preferida (<i>Preferred Alternative</i>)	La alternativa que ocasiona el menor daño y que mejor protege, incrementa y preserva los recursos culturales, históricos y naturales. Deberá definirse esta alternativa, pero no deberá adoptarse necesariamente mediante el proceso EIR.
Declaración del Objetivo y de la Necesidad (<i>Purpose and Need Statement</i>)	Esta sección del EIR/EIS se ocupa para definir los problemas a resolver (necesarios) y qué comprenderá el proyecto (objetivo).
Registro de la Decisión (<i>Record of Decision - ROD</i>)	La notificación pública acerca de qué alternativas ha elegido la agencia principal y por qué el ROD deberá publicarse en un plazo no inferior a 30 días luego de la NOA del EIR/EIS Final.
Agencia A Cargo (<i>Responsible Agency</i>)	Conforme a la CEQA, es la agencia que otorga los permisos u otras aprobaciones para el proyecto. Las agencias a cargo intervienen luego de que la agencia principal completa al proceso de CEQA.
Alcance (<i>Scoping</i>)	Es la oportunidad que tienen las agencias y el público de revisar las alternativas propuestas y de identificar temas que se tratarán en el Borrador EIR/EIS. Durante el período de alcance, se distribuye la NOP y se mantienen reuniones públicas.
Proyección de las Alternativas (<i>Screening of Alternatives</i>)	Es el proceso por el cual se reduce la cantidad de alternativas evaluadas en detalle a través de un EIR. Se brindan las explicaciones de los motivos por los cuales se rechazaron las alternativas de análisis posteriores. La proyección garantiza que se evaluarán y compararán solo las alternativas que se ocupan del objetivo del se proyecto en el EIR.

EIR/EIS	Revisión de la Cámara de Compensación Estatal (<i>State Clearinghouse Review</i>)	El Borrador del EIR/EIS se publica en la Cámara de Compensación Estatal para comentario del público.
	Declaración de las Consideraciones Primordiales (<i>Statement of Overriding Considerations</i>)	Explicación de los beneficios específicos que supera uno o más impactos significativos e inevitables del proyecto.
	Estudios Técnicos (<i>Technical Studies</i>)	Un estudio detallado que examina la categoría ambiental específica (por ejemplo, calidad del aire, ruido, etc.).
	Agencia Fideicomisaria (<i>Trustee Agency</i>)	La agencia estatal con jurisdicción por ley sobre los recursos naturales afectados por un proyecto (por ejemplo, State Lands Commission, California Department of Parks and Recreation, etc.)
Movimiento de Bienes de Consumo	Alameda Corridor	El Corredor Alameda es una autopista de transporte por rieles de 20 millas de longitud que une los puertos de Long Beach y Los Ángeles hasta la vía férrea transcontinental cerca del centro de Los Ángeles.
	Intermodal Yard	Instalaciones de transporte de bienes de consumo de una forma de transporte a otra (por ejemplo, de camión a vías férreas).
	Near-Dock	Instalaciones para el transporte de bienes de consumo en camiones a vías férreas que se encuentran a cinco millas de distancia del puerto.
	On-Dock	Instalaciones para el transporte de bienes de consumo directamente de un barco al transportador, como por ejemplo, un camión o un tren.
	TEU	Tamaño de un Contenedor, igual a veinte TEU (Twenty Foot Equivalent Unit)
	Transloading	El acto de moviendo bienes de consumo de una forma de transporte a otra (por ejemplo, de camión a vías férreas).
Agencias - Partes Interesadas	Caltrans	Departamento de Transporte de California – Propietario/operador de la autopista I-710, agencia involucrada, y agencia principal del EIR/EIS.
	FHWA	Federal Highway Administration - Agencia federal principal que ha delegado la responsabilidad NEPA a Caltrans.
	GCCOG	Gateway Cities Council of Governments - Agencia involucrada en el proyecto.
	I-5 JPA	I-5 Joint Powers Authority - Agencia involucrada en el proyecto – Socio que financia el proyecto.
	Metro	Los Angeles County Transportation Authority - Agencia que opera y planifica el Transporte regional para el Condado de Los Ángeles, Agencia patrocinante y agencia involucrada en el proyecto.
	POLA	Puerto de Los Ángeles – agencia involucrada en el proyecto.
	POLB	Puerto de Long Beach – agencia involucrada en el proyecto.
	SCAG	Southern California Association of Governments - Designada por el Gobierno Federal para los Condados de Imperial, Los Ángeles, Orange, Riverside, San Bernardino y Ventura y agencia involucrada en el proyecto.

Comités del Proyecto I-710	Comité Asesor Local (<i>Local Advisory Committee - LAC</i>)	Comités para la Comunidad establecidos para el Corredor I-710 y cuyos miembros presentan sus sugerencias para incluir en los documentos e informes del proyecto sobre la base de sus puntos de vista como miembros de la comunidad.
	Grupos de Trabajo Relacionados (<i>Subject Matter Working Group - SWG</i>)	Son los Comités que revisan y realizan comentarios en profundidad sobre las áreas específicas, que incluye el medio ambiente, Transporte y Diseño/Economía Comunitaria. SWG reúne a las partes interesadas con los representantes de la comunidad.
	Comité Asesor del Corredor (<i>Corridor Advisory Committee - CAC</i>)	El comité del Corredor comprende a los representantes de todas las comunidades del I-710 así como a todas las partes interesadas del corredor. El CAC hará las recomendaciones pertinentes del proyecto y suministrará la información pertinente a todos los miembros.
	Comité Asesor Técnico (<i>Technical Advisory Committee - TAC</i>)	Está formado por un personal técnico de cada agencia miembro del Comité del Proyecto así como el California Highway Patrol, el South Coast Air Quality Management District, como otras.
	Comité del Proyecto (<i>Project Committee - PC</i>)	Está formado por funcionarios electos que representan a las comunidades que comprenden el corredor I-710 así como las agencias asociadas del estudio, el PC es responsable de la supervisión y la administración del proyecto.
	Comité Ejecutivo (<i>Executive Committee - EC</i>)	Está formado por miembros del Directorio de las agencias asociadas del proyecto y vicepresidentes del Comité del Proyecto, el EC se ocupa de la asistencia de las políticas y la conducción legislativa, reglamentaria, financiera y otros asuntos especializados.



Plan de Coordinación I-5/I-710

Resumen

El Proyecto del Corredor I-710 y el Proyecto del Corredor I-5 prepararán documentos ambientales con planes similares. Ambos proyectos coinciden en el intercambio del I-5/I-710 y se requiere coordinación en ambos estudios. La misma necesidad de coordinación se aplica a los programas de participación comunitaria en las comunidades que se encuentran en esta intersección: ELA y Commerce. Como respuesta a esta necesidad, los dos proyectos desarrollaron una estrategia para integrar ambos proyectos, la cual se detalla a continuación.

Historia

Antes de iniciar el Proyecto del Corredor I-710 EIR/EIS, se preparó un Estudio Integral del Corredor (MCS) para el corredor I-710. Durante el proceso de MCS, el Comité Asesor Comunitario (*Community Advisory Committee*) del Tier 2, un grupo compuesto por 38 partes interesadas que pertenecen al corredor I-710, confeccionaron una serie de recomendaciones para el proyecto en un reporte titulado Recomendaciones y Condiciones para Oportunidad/Estrategia Principal (*Major Opportunity/Strategy Recommendations and Conditions*). En noviembre de 2004, el Comité de Políticas de Supervisión (*Oversight Policy Committee*), el organismo rector del MCS, adoptó formalmente una Estrategia de Preferencia Local (*Locally Preferred Strategy*) para mejorar el corredor. Sus miembros votaron unánimemente para aceptar el Reporte Tier 2 completo como una guía adicional para la preparación del *Reporte de Impacto Ambiental/Declaración de Impacto Ambiental (EIR/EIS)* I-710. De acuerdo con esta política de dirección, el Reporte Tier 2 se utiliza actualmente como guía de evaluación previa (pre-scoping) para el EIR/EIS del Proyecto del Corredor I-710, que incluye las partes de la autopista I-710 que se encuentren dentro de los límites del proyecto I-5.

Coordinación de la Participación Comunitaria

El plan de participación comunitaria en el EIR/EIS del Proyecto del Corredor I-710 incluye un enfoque personalizado según las necesidades de cada comunidad. Tanto para ELA como para Commerce, el cruce del I-5/I-710 seguirá el proceso de Participación Comunitaria I-710 por medio de reuniones moderadas las cuales se enfocaran en mejoras para la intersección que concierne a ambas comunidades. Estas reuniones continuarán de manera periódica durante todo 2008, según lo determinó el Comité Asesor Local (*Local Advisory Committee - LAC*). Los temas de las reuniones



Metro



serán determinados junto con el LAC. Representantes de los comités de ambas comunidades participarán como miembros del Comité Asesor del Corredor I-710 y de los Grupos de Trabajo (Subject Working Group) relacionados con I-710.

Papeles

El equipo de Participación Comunitaria del Proyecto I-710 se coordinará con el equipo de Participación Comunitaria del Proyecto I-5, para garantizar una integración del alcance para ambos proyectos. Sobre la base de las directivas de ambos proyectos, los papeles para la participación comunitaria serán los siguientes:

MIG	Arellano	Caltrans/Metro
▪ Moderar las reuniones de LAC/comunitarias por medio del contrato I-710 ▪ Brindar un resumen de la estrategia de alcance I-710 para las actividades de extensión comunitaria y los materiales ▪ Producir folletos sobre I-710: agenda, resúmenes de las reuniones, etc. ▪ Coordinar junto con el equipo de Participación Comunitaria I-5/I-710	▪ Desarrollar y producir folletos relacionados con I-5 ▪ Coordinar los mapas con Caltrans ▪ Proporcionar actualizaciones y presentaciones para los LACs sobre el EIR/EIS del proyecto del Corredor I-5 ▪ Coordinar junto con el equipo de Participación Comunitaria I-5/I-710	▪ Brindar asistencia técnica y datos para folletos ▪ Realizar las presentaciones necesarias ▪ Coordinar junto con el equipo de Participación Comunitaria I-5/I-710

Coordinación Técnica

Deberán coordinarse los reportes y estudios realizados para ambos documentos del medio ambiente. A continuación se encuentra un resumen de los estudios principales. A medida que se desarrollen más detalles, se proporcionará adicional sobre la coordinación.

- La calidad del Aire - Se preparará un estudio de la calidad de aire (y cálculo del riesgo sanitario) para ambos corredores, los resultados de este estudio se utilizarán para los documentos ambientales de ambos proyectos.
- Proyección del Tráfico - Se proporcionará coordinación para la duplicación de información y proyecciones en las intersecciones locales y para ambas autopistas. Se compartirán las listas de puntos de recogido de los datos y serán compartidos con los datos de ambos proyectos. Se compartirán los resultados de las proyecciones para los pronósticos del tráfico ya que se desarrollan junto con ambos equipos de proyecto para garantizar que los resultados estén coordinados y que sean similares.
- Planes Geométricos - Los planos geométricos (diseños preliminares) para ambos proyectos coincidirán con la intersección I-710/Washington Blvd.

- Otros Estudios - A medida que se vayan desarrollando más detalles, se determinará la coordinación requerida entre cualquier otro estudio que coincida y se proveerá el plan correspondiente.

Implementación/Pasos a seguir

El equipo de Participación Comunitaria I-5/I-710 ha preparado esta propuesta de coordinación para presentar ante ELA y Commerce en las próximas reuniones del Comité Asesor Local (LAC). El plan se desarrolló en respuesta a los deseos que expresaron esas comunidades. Este es un documento activo, y se perfeccionará aún más según la información provista por los Comités en ELA y Commerce, así como en respuesta a la información generada por los EIR/EIS del I-5 y del I-710.

កម្មវិធីប្រជុំ

ការប្រជុំដើម្បីពិនិត្យមើលជាសាធារណៈ

Cabrillo High School

ថ្ងៃព្រហស្បតិ៍ ទី១១ ខែកញ្ញា ឆ្នាំ ២០០៨

៦:៣០-៧ ល្ងាច

ចុះឈ្មោះ និង ដើរមើលការបង្ហាញនានាតាមគុ

៧-៧:៣០ ល្ងាច

ការស្ទាត់មន៍ និង ការបង្ហាញណែនាំខ្លួន

១. គោលបំណងនៃការពិនិត្យព័ត៌មានមើល
២. ប្រវត្តិនៃផែនការណ៍
៣. ការសិក្សាពីទីកន្លែង
៤. សេចក្តីត្រូវគ្នា និង គោលបំណង
៥. ជម្រើសដ៏ទៃទៀត
៦. ករណីបរិស្ថានដែលជាកន្លឹះផ្សេងៗទៀត

៧:៣០-៨:៣០ ល្ងាច

ការបញ្ចេញយោបល់ និងការយល់ឃើញជាសាធារណៈ

ប្រជុំនិទ្ទស្សសាធារណៈ
Cabrillo High School
ថ្ងៃព្រហស្បតិ៍ ទី១១ ខែកញ្ញា, ២០០៨

ឈ្មោះ : _____

អាសយដ្ឋាន : _____ ទីក្រុង : _____ លេខតំបន់ : _____

ការបង្ហាញ : _____

សូមទម្លាក់កាដយោបល់នានា នៅក្នុងប្រអប់យោបល់ ឬ :

ផ្ញើទៅ : Mr. Ron Kosinski
Caltrans District 7
100 S. Main Street, MS 16A
Los Angeles, CA 90012
អ៊ីម៉ែលទៅ : 710eir@metro.net
លេខទូរស័ព្ទពិសេសរបស់កម្មវិធី : 213-922-4710

ខ្ញុំបាទ-នាងខ្ញុំ សូមដាក់យោបល់នានា ទៅក្នុងកំណត់ត្រា (សូមសរសេរជាអក្សរពុម្ព) :

សូមផ្តល់យោបល់អោយបាន នៅថ្ងៃទី២២ ខែកញ្ញា ឆ្នាំ២០០៨

កាដាស្ត្រផ្ទៃដី
I-710 Corridor Project EIR/EIS
ប្រជុំវិទ្យាសាធារណៈ
ទី១១ ខែកញ្ញា, ២០០៨

សូមមេត្តាសរសេរព្រម

ឈ្មោះ : _____

ផ្ទះ : _____

ទីក្រុង, រដ្ឋ : _____

លេខទូរស័ព្ទ : _____ គុំរថល : _____

អង្គការដែលលោកអ្នកតំណាង, បើសិនជាមិនមែនខ្លួនឯង : _____

ប្រធាន : _____

គោលបំណងរបស់ការងារនេះ :

- សម្រាប់ទំនិញ និង ការសរសេរក្រឹត្យទ្រព្យនេះឡើយ
- ផ្តល់ព័ត៌មានទាក់ទង សម្រាប់ទាក់ទងផ្ទៃក្រោយ បើសិនជាត្រូវការ
- ជួយធ្វើឱ្យកិច្ចប្រជុំនេះ ទៅបានប្រកបដោយប្រសិទ្ធភាព

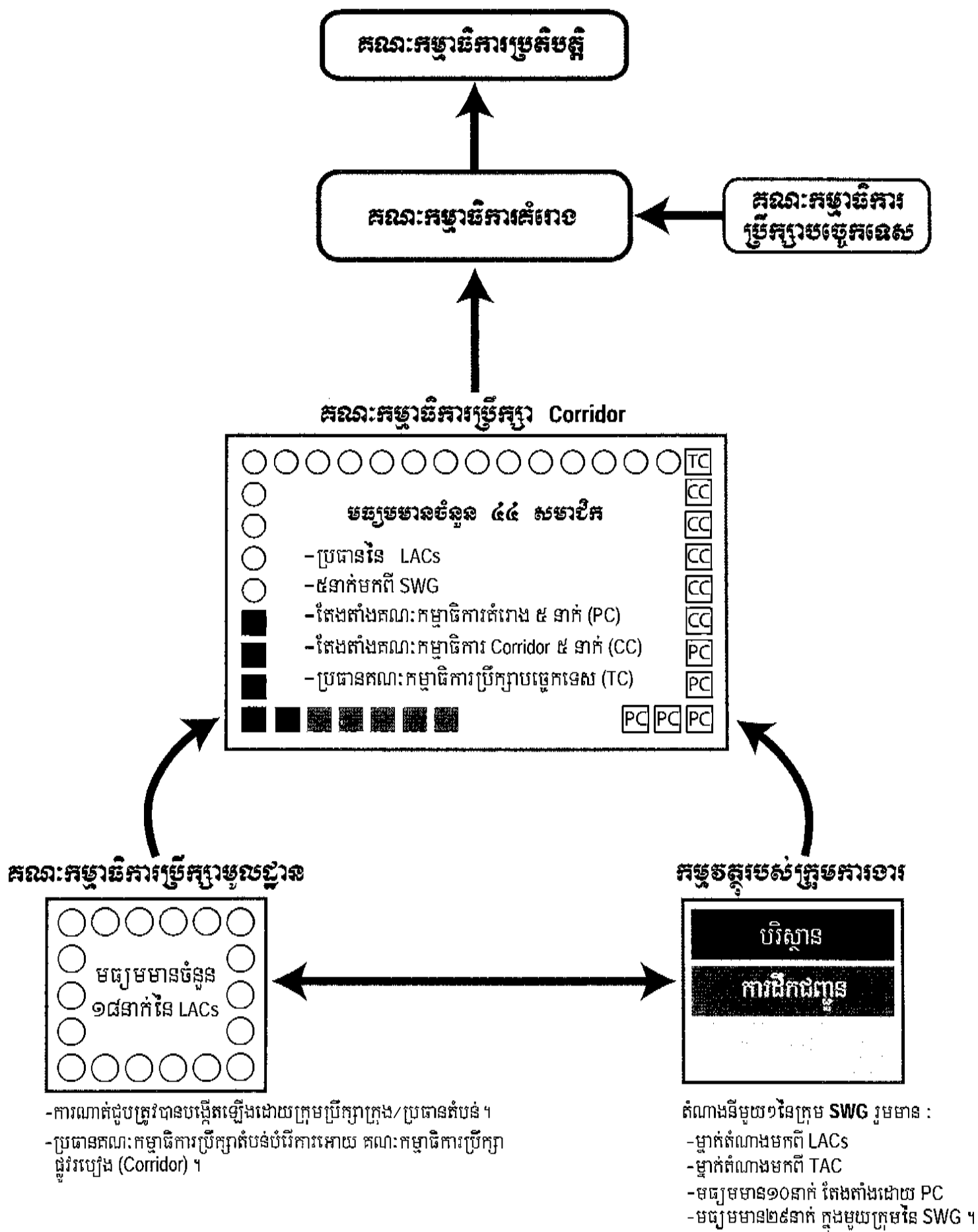
ច្បាប់ក្នុងការនិយាយ

- អ្នកនិយាយ នឹងត្រូវគេហៅឈ្មោះ
- អ្នកនិយាយ នឹងមានភាពទំនើបផ្ទៃក្នុងមុខប្រធាននិយាយ



45 SEPARATION

Metro™

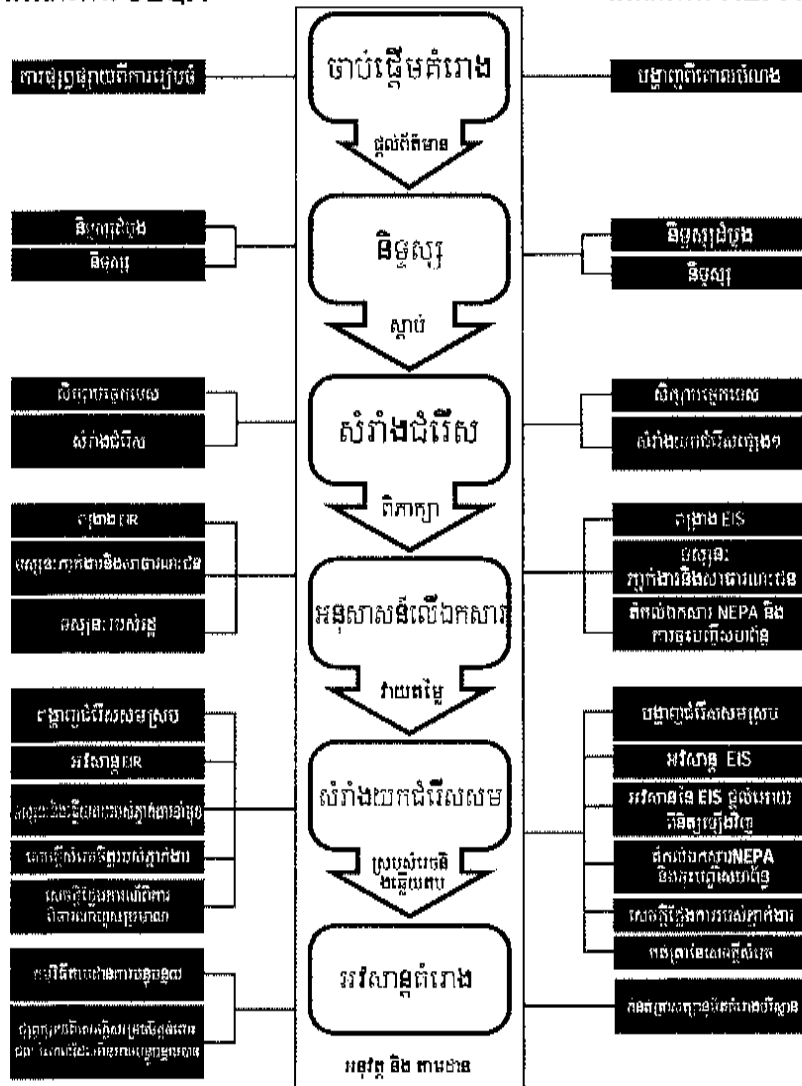


ឆ្លើយតប CEQA និង NEPA

គ្រោងការណ៍អនុវត្តគុណភាពបរិស្ថាន California (CEQA) និង គ្រោងការណ៍អនុវត្តគោលនយោបាយបរិស្ថានជាតិ (NEPA) គឺជាច្បាប់តម្រូវឱ្យភ្នាក់ងាររដ្ឋាភិបាលបង្ហាញនូវផលប៉ះពាល់បរិស្ថានជាក់លាក់អំពីអំពើរបស់ខ្លួន និងដើម្បីបញ្ជ្រាបធ្វើអោយអប្បបរិមា និងសម្រាលទៅដល់ផលប៉ះពាល់ដែលកើតមាន។ របាយការណ៍ផលប៉ះពាល់បរិស្ថាន EIR សំរាប់ (CEQA) ឬសេចក្តីផ្តើមការណ៍ផលប៉ះពាល់បរិស្ថាន (EIS) សំរាប់ (NEPA) គឺតម្រូវអោយមានគ្រប់សកម្មភាពដែលអនុវត្តដោយរដ្ឋាភិបាល ឬបរិការរដ្ឋាភិបាល ។ នៅពេលគំរោងតម្រូវអោយមានការឯកភាពពីគំរោងទាំងពីរគឺ CEQA និង NEPA នោះគំរោងរួមគ្នាមួយ EIR និង EIS ត្រូវបានរៀបចំឡើង។ គំរោង EIR និង EIS ស្វែងរកនូវផលប៉ះពាល់នៃសុំស្នើទៅលើមាតិកាជំរុញមួយចំនួន រួមទាំងគុណភាពខ្យល់អាកាស សុខភាពសាធារណៈ សហគមន៍សង្គម និង ការវិវាទ ដែលអាចមើលឃើញដ៏ ទឹកកខ្វក់ ធនធានវប្បធម៌ និង ប្រភពជីវសាស្ត្រ ។ របាយការណ៍ទាំងនេះត្រូវបានធ្វើការពិភាក្សាផងដែរ ថាតើធ្វើយ៉ាងដូចម្តេចដើម្បីបញ្ជ្រាប ធ្វើអោយអប្បបរិមា ឬ ធ្វើអោយធូរស្រាលនូវផលប៉ះពាល់ត្រឡប់ណាមួយដែលអាចជួបប្រទះនៅក្នុងដំណើរការកាសវិភាគ។ មានជំហានជាច្រើនទៀតនៅក្នុងដំណើរការគំរោង EIR និង EIS រួមទាំងពេលវេលាសំរាប់ភ្នាក់ងារ អង្គការ និង សាធារណៈទូទៅដើម្បីពិនិត្យរបាយការណ៍ និងផ្តល់អនុសាសន៍ ។ ការសិក្សាគំរោង I-៧១០ Freeway Major Corridor បង្ហាញនូវដំណោះស្រាយមួយចំនួនចំពោះបញ្ហាទាំងឡាយ ដោយមានបទពិសោធន៍ចេញពី Corridor ។ ឱកាសដំណោះស្រាយទាំងនេះក៏ដូចជា ឱកាស និង ដំណោះស្រាយថ្មីៗដែលកើតឡើងតាមរយៈការចូលរួមពីសហគមន៍ និងព្រឹត្តិការណ៍តាមរយៈគំរោងដំណើរការ CEQA និង NEPA ។

ដំណើរការ CEQA

ដំណើរការ NEPA





សំណួរដែលត្រូវបានចោទសួរជាញឹកញាប់

អ្វីទៅដែលហៅថា របាយការណ៍/សេចក្តីផ្តើមការណ៍អំពីផលប៉ះពាល់ដល់បរិស្ថាន ហៅកាត់ថា (EIR/EIS)?

របាយការណ៍/សេចក្តីផ្តើមការណ៍អំពីផលប៉ះពាល់ដល់បរិស្ថាន ដែលហៅកាត់ថា EIR/EIS គឺជាឯកសារដែលត្រូវបានលើកឡើង ក្រោយច្បាប់ស្តីពីបរិស្ថានកាលបរិច្ឆេទថ្ងៃ California ដែលហៅកាត់ថា CEQA និង ច្បាប់ស្តីពីការពារការពារ ទាក់ទងទៅនឹងបរិស្ថានថ្នាក់ជាតិដែលហៅកាត់ថា NEPA ។ ឯកសារនេះ ត្រូវបានប្រើប្រាស់ដើម្បីវាយតម្លៃផលប៉ះពាល់ ដែលអាចកើតមានជាបន្តបន្ទាប់ពីការសាងសង់កំណែសម្រួលដាក់ស្នើ ហៅដាក់ឧស្សាហូបដល់បរិស្ថាន និង ដែលអាចធ្វើឱ្យមានផលប៉ះពាល់ដល់បរិស្ថានដូចជា ធនធានធម្មជាតិ វប្បធម៌ ការរំខានដល់សត្វល្អិតល្អន់ ផលប៉ះពាល់ដល់ការប្រើប្រាស់ដី ការបំប្លែងប្រព័ន្ធសេដ្ឋកិច្ច និង ការបំប្លែងប្រព័ន្ធសង្គម។

ហេតុអ្វី គេត្រូវធ្វើ EIR/EIS?

ដើម្បីឱ្យ គ្រប់គ្រងការណ៍ដែលត្រូវបានដាក់ស្នើអាចដំណើរការទៅតាមការស្តារបទដ្ឋាន ជាបឋម គេត្រូវតំណាងឱ្យបេឡាស់ លាស់នូវទំហំនៃផលប៉ះពាល់បរិស្ថាន ដោយអនុលោមទៅតាមច្បាប់នៃរដ្ឋ California និង ច្បាប់សហរដ្ឋ។ បើសិនជាផលប៉ះពាល់អាចមានការប៉ះពាល់ដល់បរិស្ថាន ឬ បើសិនជាគ្រប់គ្រងការណ៍ត្រូវបានបញ្ជាក់ថា វាមានផលប៉ះពាល់ដល់បរិស្ថាន នៅពេលនោះ EIR/EIS ត្រូវបានតម្រូវឱ្យធ្វើ។

ដំណើរការនៃការធ្វើ EIR/EIS គេចែកជាមួយគ្នាធ្វើឱ្យប្រាកដថា គេបានទទួលម្ចាស់ផ្ទៃ ដែលត្រូវការដើម្បីកាត់ទុកជាមធ្យម និង ដើម្បីកាត់ទុកផលប៉ះពាល់ដល់បរិស្ថានដែលបានកើតឡើងដោយការសាងសង់។ ជាមធ្យម ការធ្វើ EIR/EIS អាចប្រើប្រាស់ដល់ការ ធ្វើវិភាគបច្ចេកទេសដែលទាក់ទងនឹងការសាងសង់ បណ្តាក់ទុន និង ការគូសយកសេវា កំណែសម្រួល។



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ចល័តភាព បរិស្ថាន សហគមន៍ សេដ្ឋកិច្ច បច្ចេកវិទ្យា



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តើគំរោងការណ៍នេះនឹងធ្វើឱ្យប្រសើរឡើងនូវគុណភាពខ្យល់អាកាស និងការកាត់បន្ថយគ្រោះថ្នាក់ដែលអាចកើតមាន ដល់សុខភាពយ៉ាងដូចម្តេច?

ដើម្បីធានាឱ្យមាននូវការពឹងផ្អែកលើគុណភាពខ្យល់អាកាស និង គ្រោះថ្នាក់ដែលអាចកើតមានដល់សុខភាពនោះ ការពឹងផ្អែកយល់លម្អិតលម្អោតអាកាស និង គ្រោះថ្នាក់ដែលអាចកើតមានដល់សុខភាព ដឹងត្រូវបានរៀបចំឡើងដើម្បីធ្វើ EIR/ EIS នៃគំរោងការណ៍ ១២០ ។ ក្នុងចំណោមបញ្ហាគ្រោះថ្នាក់ដែលអាចកើតមានដល់សុខភាព គឺជាដំបូងគេគឺថា វាមាននូវវត្ថុធាតុដែលធ្វើឱ្យកកស្ទះ ឬវត្ថុធាតុដែលបង្កឱ្យមានគ្រោះថ្នាក់ដល់សុខភាពដូចជា ក្នុងស្រះធម្មជាតិ ។ គេរំពឹងថាដែលគេអាចរកឃើញពីការស្រាវជ្រាវប្រចាំគ្រោះថ្នាក់ បង្កើតបន្ទុកសាស្ត្រកែសម្រួលអាកាស ក្នុងរាងកាយ និង ការកាត់បន្ថយគ្រោះថ្នាក់ដែលអាចកើតមាន ដល់សុខភាព ដែលទាក់ទងទៅនឹង គំរោងការណ៍នេះ ។ នេះវាជាលើកដំបូងបីដែលគេអាចស្រាវជ្រាវដាក់លាក់នូវខ្យល់អាកាស និង គ្រោះថ្នាក់ដែលអាចកើតមានដល់សុខភាពស្រាវជ្រាវទៅក្នុងការសិក្សាអំពីធាតុបច្ចេកវិទ្យាចម្បងក្នុងរដ្ឋ California ។

តើមានភាពខុសប្លែកពីការសិក្សាអំពីគុណភាពបរិស្ថាននៃរដ្ឋ California ដែលហៅកាត់ថា CEQA និង ច្បាប់ស្តីអំពីគោលការណ៍ទាក់ទងទៅនឹងបរិស្ថានថ្នាក់ជាតិដែលហៅកាត់ថា NEPA?

CEQA ដែលច្បាប់ចម្លងចេញនៅឆ្នាំ ១៩៧០ ដែលធ្វើឱ្យមាននូវការកើនឡើងនៃការការពារដែលអាចបង្កផលប៉ះពាល់ដល់បរិស្ថានដោយគ្រោះថ្នាក់ដ៏ធ្ងន់ធ្ងរនៃគំរោងការណ៍ ។ ដោយសារតែ ច្បាប់សហព័ន្ធដែលធ្វើឱ្យមានការរៀបចំ EIS អាចកើនឡើងនូវការការពារបរិស្ថានដ៏ធ្ងន់ធ្ងរដល់គុណភាពបរិស្ថានដែលបន្តមាននៅ ។ គេត្រូវបានរៀបចំ CEQA ការធ្វើ EIR អាចមានប្រភេទការពារសង្គម ដល់គោលដៅ តើ ផលប៉ះពាល់ដល់បរិស្ថាន គ្រោះថ្នាក់ ឬ ធនធានជាតិ ដូចជា មានភាពខុសគ្នាដែរឬទេ? តើវាមានភាពខុសគ្នាដល់បរិស្ថានដ៏ធ្ងន់ធ្ងរឬទេ? ដែលផលប៉ះពាល់ដល់បរិស្ថានដ៏ធ្ងន់ធ្ងរ ឬវាមានការជឿជាក់បន្ថែម ដែលត្រូវបានបង្ហាញដោយបង្កើតក្នុងការសិក្សាអំពីបរិស្ថាន ជាទីកល់មក ជាទីកល់ច្បាប់បរិស្ថានជាតិ ។ ខ្លឹមសារវិញ ក្នុង EIS មាននូវការពិនិត្យពិចារណាអំពីផលប៉ះពាល់បរិស្ថាន ។ វាអាចធ្វើការកំណត់ពីធនធាន ឬបង្កើនដោយការការពារដ៏ទៃទៀត ។



ចល័តភាព បរិស្ថាន សហគមន៍ សេដ្ឋកិច្ច បច្ចេកវិទ្យា



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ក្រុមប្រឹក្សាភិបាលក្រុងប្រចាំខែកក្កដាបានជ្រើសរើស "វិស្វកម្មនៃបរិស្ថាន" ផងដែរ ដែល ដែលក្នុងចំណោម
CEQA/NEPA វិទ្យុស្ត្រីក្នុងការសម្រេចថា "បរិស្ថាននៃការសម្រេចនៅ" ដែលបានបោះឆ្នោតដោយសភា
ផ្ដោតការយកចិត្តទុកដាក់លើការសម្រេចថា CEQA ។

តើអ្វីទៅដែលជាការសិក្សាអំពីរបៀបសំខាន់ Corridor នៃតំបន់ការណ៍ I-710 ហើយតើវាខុសពី EIR/EIS ដូចម្តេច?

ការសិក្សាអំពីរបៀបសំខាន់ Corridor នៃតំបន់ការណ៍ I-710 ដែលហៅកាត់ថា MCS ដែលត្រូវបានបំពេញ
ក្នុងសញ្ញាស្តង់ដារ ២០០៥ ដោយមានប្រើការវាយតម្លៃទៅលើការសង្វេគភាព សុវត្ថិភាព និង បញ្ហាបរិស្ថាន
នៃតំបន់បណ្តោយ ច្រករបៀង I-710 ។ ការសិក្សា MCS បញ្ជាក់ច្បាស់លាស់នូវតម្រូវការឱ្យមានការបណ្តាក់
បូកនៃការវាយតម្លៃសហគមន៍ដទៃទៀតលើច្រករបៀង និងបង្កើតឱ្យមាន ប្រព័ន្ធស្រាវជ្រាវភាពនៅក្នុងតំបន់
ដើម្បីធ្វើឱ្យប្រសើរឡើងនូវបរិស្ថាន។ កិច្ចការនេះ នាំទៅដល់ការផ្តួចផ្តើមឱ្យមានការធ្វើការ EIR/EIS
នៅតំបន់នេះ ។ បច្ចុប្បន្ននៃការស្រាវជ្រាវកំពុងដំណើរការ និង ពេលវេលាដែលបានកំណត់ពី MCS កំពុងតែត្រូវបានប្រើ
ប្រាស់ ធ្វើជាសេចក្តីណែនាំ សំរាប់ដំណាក់កាលធ្វើ EIR/EIS នៃតំបន់ការណ៍ I-710 ។ នៅក្នុងរបាយការណ៍ធ្វើ EIR/EIS
អ្វីដែលបានកំណត់ទោះ គឺត្រូវបានពិនិត្យដោយច្រករបៀងទៅលើការកាត់ផ្តាច់ផ្លូវ និង ស្រូវបណ្តោយស្រូវ
នៅនឹងបណ្តោយស្រូវបណ្តោយដែលអាចជំនួសដើម្បីធ្វើឱ្យដំណើរការឡើងនូវច្រករបៀង ។ វិធីវិធីនេះ នៅក្នុង
ច្បាប់ CEQA/NEPA ត្រូវបានកំណត់ថា គឺជាការស្រាវជ្រាវស្វ័យប្រវត្តិដែលអាចជំនួសដើម្បីធ្វើឱ្យដំណើរការឡើងនូវច្រករបៀង ។ វិធីវិធីនេះ
ការធ្វើសិក្សាស្រាវជ្រាវ "ការស្រាវជ្រាវ" ។ ដូច្នេះ ដោយ EIR/EIS ជាការបង្កើតឱ្យមានការស្រាវជ្រាវ
បំផុសចំណេះដឹង ដែលអាចទទួលបាននូវការផ្តល់ព័ត៌មាន ដល់ដំណើរការស្រាវជ្រាវដ៏ស្របច្បាប់ និង សេ
ស្រប។

តើអ្នកអាចទទួលបានត្រូវផ្តល់សម្ភាសន៍ជាមួយ EIR/EIS នៃតំបន់ការណ៍ I-710?

ដោយធរណី វិធីវិធីការណ៍ឌីជីថលដែលបង្កើតឡើងដោយ គេហទំព័រ Caltrans គឺជាទីក្រុង



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ចល័តភាព បរិស្ថាន សហគមន៍ សេដ្ឋកិច្ច បច្ចេកវិទ្យា



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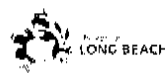
តាមរយៈលិខិតទៅអាស័យដ្ឋាន ៖

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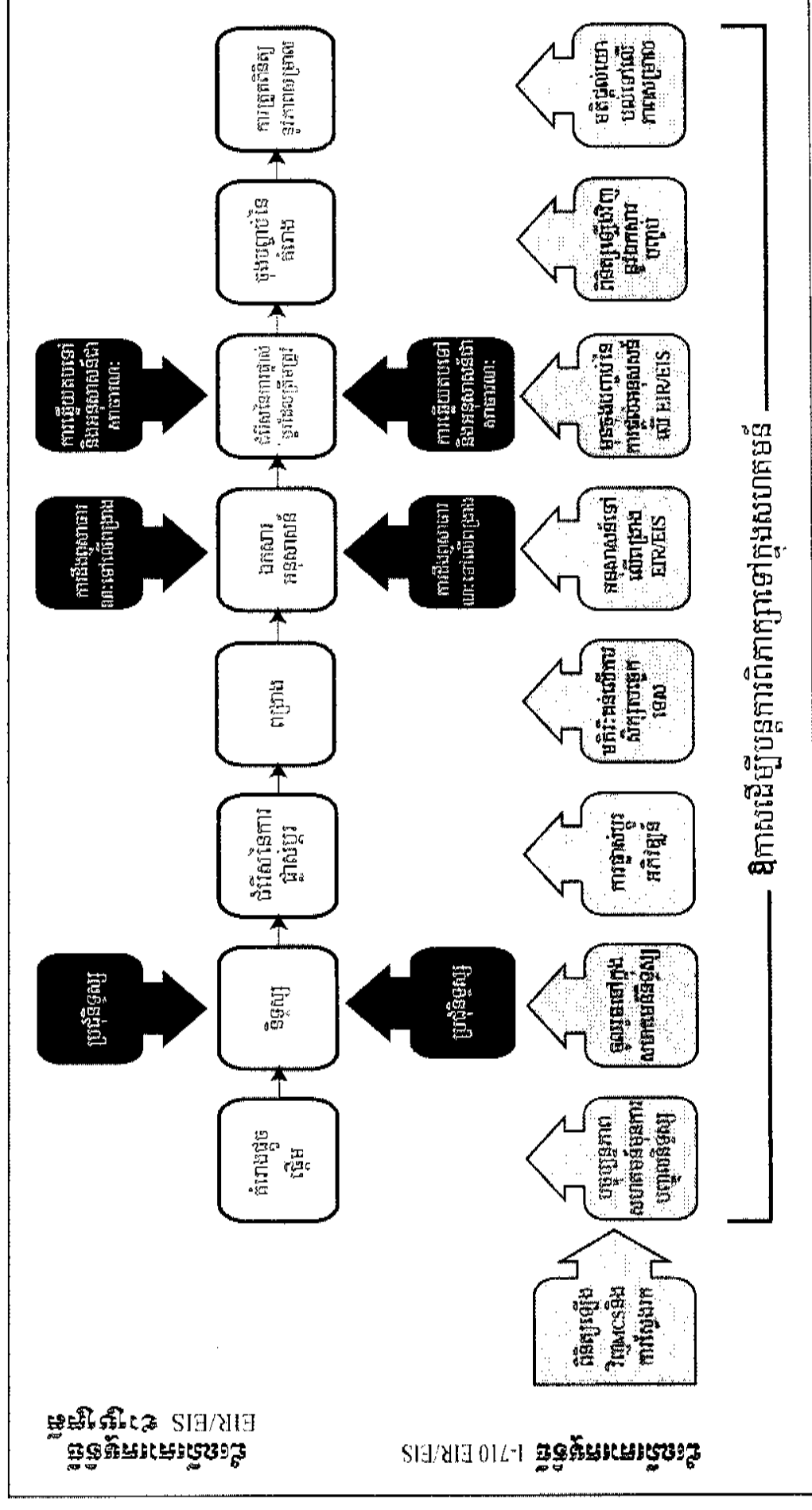
តាមរយៈទូរស័ព្ទ លេខ : 213-922-4710



Metro



ដំណើរការស្ទង់: ទៅកកប្រជុំ CEQA និង NEPA



☐ ជំពូកការពារជំងឺបាទនៅក្នុង ☐ សកម្មភាពផ្ដោតទៅមុខជាធម្មតា ☐ បន្ថែមលើទង់ណែនាំការសកម្មភាពនៅមុខនៅក្នុង
 EIR/IS I-710 EIR/IS

EIR/EIS

1. *Conferencia de prensa* con los periodistas de la prensa
 local, nacional e internacional, en el momento de la
 salida del aeropuerto.

[illegible][illegible]

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1. *Содержание* 1
 2. *Введение* 2
 3. *Основное содержание* 3
 4. *Заключение* 4
 5. *Список литературы* 5

1. 1995年10月，在“中国—东盟”首脑会议上，中国领导人提出“中国—东盟”合作机制化问题，并得到东盟领导人的积极回应。

[illegible][illegible]

Figure 6 shows the results of the regression analysis. The model explains 70% of the variance ($R^2 = .70$) in the dependent variable. The independent variables are significant at the conventional level ($p < .05$). The regression equation is:



ការវាយតម្លៃការប្រឡូយប្រថានផ្នែកសុខភាព	ការវាយតម្លៃការប្រឡូយប្រថានផ្នែកសុខភាពនេះ គឺជាផ្នែកមួយនៃការវាយតម្លៃសរុប ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។
ផលប៉ះពាល់	ផលប៉ះពាល់នៃការប្រឡូយប្រថាន គឺជាផលប៉ះពាល់ដែលកើតឡើង ដោយសារការប្រឡូយប្រថាន ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។
គ្នាភ័យជីកមុខ	គ្នាភ័យជីកមុខ គឺជាផ្នែកមួយនៃការវាយតម្លៃសរុប ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។
រច្ចាសសម្រាល	រច្ចាសសម្រាល គឺជាផ្នែកមួយនៃការវាយតម្លៃសរុប ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។
កម្មវិធីធ្វើរបាយការណ៍និងការដាក់សម្រាល	កម្មវិធីធ្វើរបាយការណ៍និងការដាក់សម្រាល គឺជាផ្នែកមួយនៃការវាយតម្លៃសរុប ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។
ការអនុវត្តការបណ្តេញបរិស្ថានជាតិ NEPA	ការអនុវត្តការបណ្តេញបរិស្ថានជាតិ NEPA គឺជាផ្នែកមួយនៃការវាយតម្លៃសរុប ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។
ការបង្ហាញនូវភាពដែលមានស្រាប់ (NOA)	ការបង្ហាញនូវភាពដែលមានស្រាប់ (NOA) គឺជាផ្នែកមួយនៃការវាយតម្លៃសរុប ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។
ការបង្ហាញពីសេចក្តីសម្រេច (NOD)	ការបង្ហាញពីសេចក្តីសម្រេច (NOD) គឺជាផ្នែកមួយនៃការវាយតម្លៃសរុប ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។
ការបង្ហាញពីការបំណង (NOI)	ការបង្ហាញពីការបំណង (NOI) គឺជាផ្នែកមួយនៃការវាយតម្លៃសរុប ដែលមានបំណងកំណត់ពីឥទ្ធិពលនៃការប្រឡូយប្រថាន ទៅលើសុខភាពមនុស្ស និងសត្វលោក។

សេចក្តីថ្លែងការណ៍អំពីការពិចារណាលើសរុប	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
ភាសាក្បាបចូលទេស	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
គ្នាភ័ខ្ជារគ្រប់គ្រង	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
ការបំបាត់ព្រហ្មទណ្ឌ៖ Alemeda Corridor ដែន	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
វិធាន Intermodal Yard	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
ក្បែរដែន Near-Dock	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
នៅលើដែន On-Dock	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
TEU	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
ការលើកដាក់ឆ្លងកាត់ Transloading	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
គ្នាភ័ខ្ជារភាគហ៊ុន	Caltrans
FTWA	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
GCCOG	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។
I-5 JPA	គម្រោងនេះ នឹងជួយដល់ការផ្សព្វផ្សាយ និងការទូទាត់របស់យានយន្តដែលបានឈប់នៅតាមចុងផ្លូវជាច្រើន។

គណៈកម្មការប្រតិបត្តិ (EC)

[illegible]

គុណភាពនៃខ្យល់ និងសុខភាពសារធារណ

សុវត្ថិភាពចរាចរណ៍

ការបញ្ជាក់អំពីការប្រែប្រួលបច្ចុប្បន្នភាព

គំរោងត្រូវបានលើកឡើងជាសំណើរដោយរួមបញ្ចូលទាំងភាពប្រែប្រួល ដូចខាងក្រោមនេះ

Conclusions

- [illegible]



GATEWAY CITIES



LONG BEACH

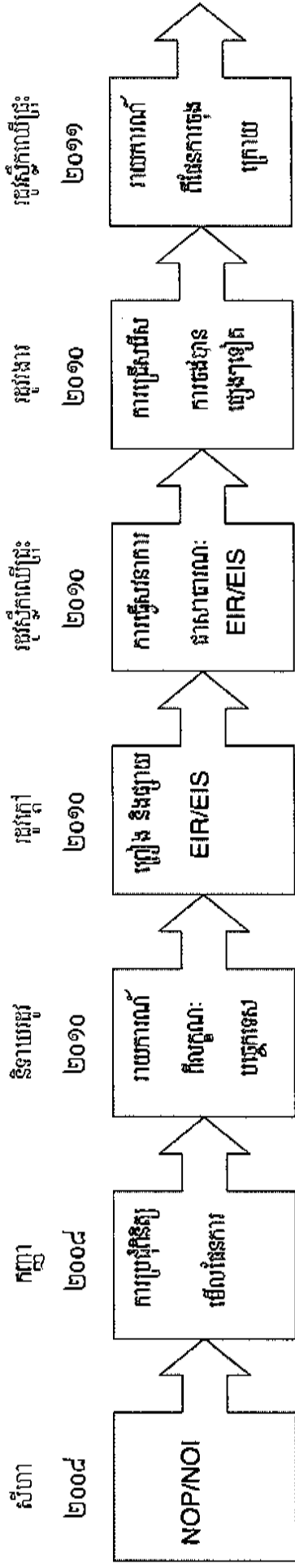


ASSOCIATION.

បទដ្ឋាន បរិស្ថាន សហគមន៍ សេដ្ឋកិច្ច បច្ចេកវិទ្យា



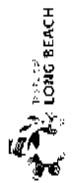
សវនកម្មវិភាគនៃផែនការ



ការចូលរួមពីសហគមន៍



Metro



តើអ្វីទៅជា គណៈកម្មាធិការផ្តល់យោបល់តាមតំបន់?

សហគមន៍និមួយៗនៅតាមផ្លូវប្រូវេ៧១០ (I-710) មានឱកាសដើម្បីបង្កើតអោយមាន គណៈកម្មាធិការផ្តល់យោបល់តាមតំបន់ (LAC)។ ក្រុមគណៈកម្មាធិការតាមតំបន់នានាទាំងអស់នេះ គឺមានរួមទាំងប្រជាពលរដ្ឋ, អ្នកម្ចាស់ពាណិជ្ជកម្ម ឬ មន្ត្រីរដ្ឋបាលជាដើម។ ក្រុមគណៈកម្មាធិការតាមតំបន់ៗ ពួកគេទាំងអស់នេះ មកចូលរួមជាមួយគ្នាដើម្បីបង្ហាញអំពីផលប្រយោជន៍ និង គោលបំណងក្នុងសហគមន៍របស់ពួកគេ ដែលទាក់ទង ជាមួយកម្មវិធីសិក្សាស្រាវជ្រាវ (I-710 Corridor Project EIR/EIS)។ សមាជិកគណៈកម្មាធិការ LAC ផ្តល់យោបល់សំខាន់ៗចំពោះឯកសារ និង ឆ្លងនានា យោងទៅតាម ទស្សនៈរបស់ពួកគេ ក្នុងនាមជាសមាជិកក្នុងសហគមន៍។ គណៈកម្មាធិការ LAC ចាប់អារម្មណ៍ទៅលើផែនការណ៍សម្រួល និង សហគមន៍របស់ពួកគេ ដើម្បីជៀសវាង, បន្ថាបន៍ ឬ បន្ថយការប៉ះពាល់បរិស្ថាន ដោយគិតចំពុំ។

តើគេបានបង្កើតអោយមាន គណៈកម្មាធិការផ្តល់យោបល់តាមតំបន់ នៅទីណាខ្លះ?

សព្វថ្ងៃ គេបានបង្កើតអោយមាន គណៈកម្មាធិការផ្តល់យោបល់តាមតំបន់ ១៣កន្លែង នៅតាម ផ្លូវប្រូវេ៧១០ (I-710) ។ ក្រុមនិមួយៗ គឺប្លុកតែង ហើយ ក្រុមនិមួយៗនេះ ត្រូវបានរៀបចំដើម្បីដោះស្រាយ សេចក្តីត្រូវការរបស់សហគមន៍ និង សមាជិករបស់ក្រុមនេះ។ គណៈកម្មាធិការ LAC បានចាប់ផ្តើមធ្វើការនៅក្នុង សហគមន៍នានាខាងក្រោមនេះ :

- | | |
|--------------------|--------------|
| • East Los Angeles | • Cudahy |
| • Commerce | • South Gate |
| • Vernon | • Lynwood |
| • Maywood | • Paramount |
| • Huntington Park | • Carson |
| • Bell | • Long Beach |
| • Bell Gardens | |

តើខ្ញុំអាចជួយជាមួយសមាជិកប្រចាំសហគមន៍ខ្ញុំ ដែលជាគណៈកម្មាធិការ LAC បានដែរឬទេ?

សមាជិករបស់គណៈកម្មាធិការ LAC មានវត្តមាននៅទីនេះ យប់នេះ។ ពួកគេមានពាក់កណ្តាលឈ្មោះ ហើយ គេនឹងបង្ហាញ ខ្លួននៅពេលគេចាប់ផ្តើមប្រជុំ។ សូមទៅបង្ហាញខ្លួនលោកអ្នក ដើម្បីអោយពួកគេនោះ បានដឹងផង ហើយប្រាប់ពួកគេអំពី យោបល់លោកអ្នក ស្តីពីកម្មវិធីប្រូវេ៧១០ (I-710) ។ ពួកគេចង់ឮពីយោបល់លោកអ្នក។

តើខ្ញុំអាចចូលរួមនៅក្នុង គណៈកម្មាធិការផ្តល់យោបល់តាមតំបន់ ក្នុងសហគមន៍របស់ខ្ញុំ តាមរបៀបណា?

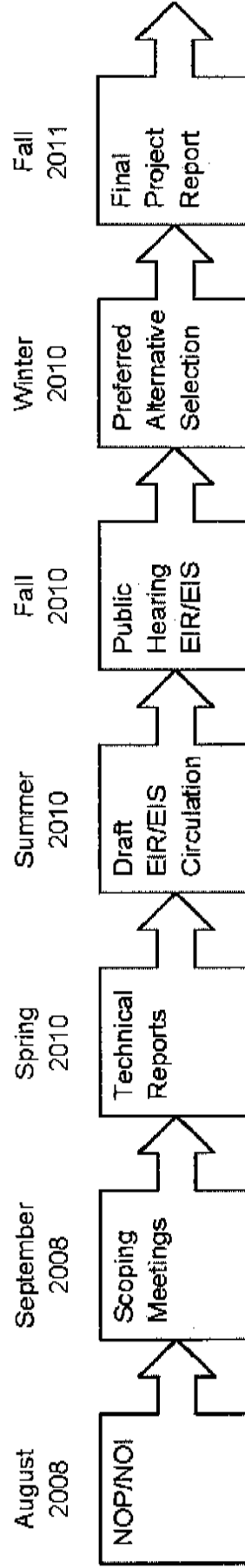
បើសិនជាលោកអ្នកចង់សិក្សាថែមទៀតអំពី គណៈកម្មាធិការផ្តល់យោបល់តាមតំបន់ ក្នុងសហគមន៍របស់លោកអ្នក សូមទាក់ទងយើងតាមវិធានការណ៍មួយក្នុងចំណោមវិធានការណ៍ខាងក្រោមនេះ :

- ទូរស័ព្ទទៅ Devon Cichoski, Metro Constituent Program Manager, តាមរយៈលេខ 213-922-6446
- អ៊ីម៉ែល 710eir@metro.net
- ទៅពិនិត្យគេហទំព័រកម្មវិធី www.metro.net/710eir ហើយ បំពេញទម្រង់យោបល់។ (ចុច “Contact Us”)

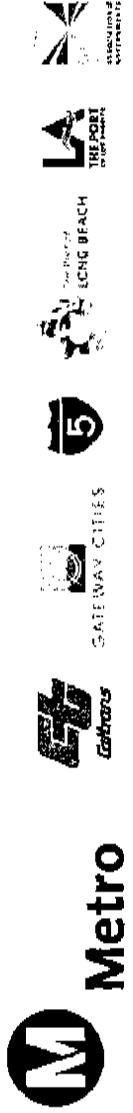


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Project Schedule Overview



Community Participation



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:-mail address/Correo electrónico: <u>dan daniel.garcia@agmd.gov</u>		
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Name/Nombre: <u>Sabrina Banares</u>	Phone/Teléfono:	Address, City, Zip Code/Dirección, Ciudad, Código Postal:
:-mail address/Correo electrónico: <u>msbbanares@aol.com</u>		
		<u>437 Poppy St. LB 90808</u>

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E-mail address/Correo electrónico:		
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E-mail address/Correo electrónico: <u>CRT@CHARTER.NET</u>		
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Name/Nombre: <u>Martha Jackson</u> ✓	Phone/Teléfono: <u>562 989 4682</u>	Address, City, Zip Code/Dirección, Ciudad, Código Postal: <u>1287 W Compton St</u> <u>LB CA 90810</u>
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E-mail address/Correo electrónico:			

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E-mail address/Correo electrónico: a.fisher@interurbans.com		
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E-mail address/Correo electrónico:		

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E-mail address/Correo electrónico:		
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E-mail address/Correo electrónico: <u>jennifer@checcal.org</u>		
Name/Nombre: <u>ROBERT CABRALES</u>	Phone/Teléfono: <u>323-826-9771 ext. 107</u>	Address, City, Zip Code/Dirección, Ciudad, Código Postal: <u>5610 Pacific Blvd. Suite. 203</u>
E-mail address/Correo electrónico: <u>rcabrales@checcal.org</u>		
Name/Nombre:	Phone/Teléfono:	Address, City, Zip Code/Dirección, Ciudad, Código Postal: <u>Huntington Park CA 90255</u>
E-mail address/Correo electrónico:		

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E-mail address/Correo electrónico: <u>2453 Golden Ave</u>		
Name/Nombre: <u>70 SAUL E. GOMEZ</u>	Phone/Teléfono: <u>(323) 980-4600</u>	Address, City, Zip Code/Dirección, Ciudad, Código Postal: <u>6400 WHITE AVE</u> <u>LONG BEACH CA</u> <u>90805</u>
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Name/Nombre: <u>71 Carol A Edeline</u>	Phone/Teléfono: <u>(310) 638 1802</u>	Address, City, Zip Code/Dirección, Ciudad, Código Postal: <u>3356 WILSON AVE</u> <u>LB 90809</u>
E-mail address/Correo electrónico: <u>msmith@melindar.com</u>		

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Name/Nombre: (34) Bianca Roman	Phone/Teléfono: 562/570-6919	Address, City, Zip Code/Dirección, Ciudad, Código Postal: Same
E-mail address/Correo electrónico: biroman@longbeach.gov		
Name/Nombre: (35) Lupe C. Valdez (8)	Phone/Teléfono: (626) 935-7617	Address, City, Zip Code/Dirección, Ciudad, Código Postal: 13181 Crossroad Pkwy N Suite 500 Tredway CA 91746
E-mail address/Correo electrónico: lvaldez@up.com		
Name/Nombre: (36) Susan Ahm-LBUSD	Phone/Teléfono: 562-997-7550	Address, City, Zip Code/Dirección, Ciudad, Código Postal: 2425 Webster Ave Long Beach CA
E-mail address/Correo electrónico: sahn@lbschools.net		
Name/Nombre:	Phone/Teléfono:	Address, City, Zip Code/Dirección, Ciudad, Código Postal:
E-mail address/Correo electrónico:		

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Name/Nombre: ④ Ryan Oraguane	Phone/Teléfono: 562-801-1780	Address, City, Zip Code/Dirección, Ciudad, Código Postal:
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Name/Nombre: ④ Darryl Molina	Phone/Teléfono: 323-826-9771 x102	Address, City, Zip Code/Dirección, Ciudad, Código Postal: 5010 Pacific Blvd., Suite 203 Huntington Park, CA 90255
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② MANUEL RODRIGUEZ		2722 Gale Ave LB CA 90810
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Name/Nombre:	Phone/Teléfono:	Address, City, Zip Code/Dirección, Ciudad, Código Postal:
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ANTHONY CURZI	COUNTY OF L.A.	320 W. Temple St. L.A., CA	90017	(213) 974-6461		acurzi@planning.lacounty.gov
Jui Ing Chien	County of L.A.	510 S. Vermont L.A. CA 90020	90020	(213) 351-5129		jchien@parks.lacounty.gov

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Juana Gallo		471 S. McBride Ave,	90022	same ↑		
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② Carl Salazar	Laborers Local 507					
③ Araceli Sandoval	Preschool California					
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Martha	LAC I-710 commerce	2355 Wilma St Commerce	90040	323 572-8377		

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Alex Hamilton	City of Commerce					Alex Hamilton Commerce, ca. us.
Joe Aguilar	"					

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Dave Frevete	none	622 S Wall St. Los Angeles, CA	90014	—	—	—
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gpc	gpc					
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Glenne Amor (22)	10001 W Fontaine Rd SPR 35 S.G. 90780	626-928 9447	gama@sassa.org
Rogelio Rodriguez (23)			

Progress Park September 10, 2008

Mobility. Environment. Community. Economy. Technology.

I-710 Corridor Project EIR/EIS



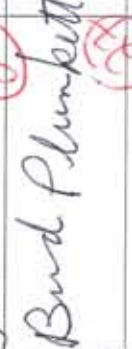
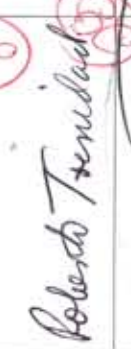
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I-710 Corridor Project EIR/EIS

Public Scoping Committee Meeting

Wednesday, September 10, 2008

PUBLIC SIGN-IN

NAME	ORGANIZATION	ADDRESS	ZIP CODE	PHONE	FAX	E-MAIL
 Dan Kause		6803-05 Maulen St.	90201	—	—	—
 Joe Caputo		8258 ACHESON PARAMOUNT, CA.	90723			
 Joann Plunkett	Compton Gunthing Trucking Sports Club	1625 Sportsman Dr. Compton				
 Bud Plunkett	Same.	5315 Bellflower Lakewood	90713.			
 Roberto Tenida		5500 Peller St Lynwood Ca	90262	—		
 Estelle Beduys	?					

Progress Park September 10, 2008

Movilidad. Medioambiente. Comunidad. Economía. Tecnología.

I-710 Proyecto Corredor EIR/EIS



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I-710 Corridor Project EIR/EIS
Public Scoping Committee Meeting
 Wednesday, September 10, 2008

PUBLIC SIGN-IN

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Erick Undurzo (32)	PO Box 10024 L.B., 90810	562-986-578	
Chao wei (33)	100. Main St. LA CA 90012	213-897-1814	
Robert S. Platano (34)	Wisteria 1355 Bell Gardens (323) 771-4295		
John O'Hara (35)	5522 Lento Bell Gardens Ca 90201	323-773 4835	



Public Scoping Meeting

September 2008



Welcome/Introductions



Purpose of Scoping

- Obtain public feedback on
- Project's purpose
 - Potential options for improvements
 - Environmental issues
 - Other projects in area and issues

Project Overview



I-710 Corridor



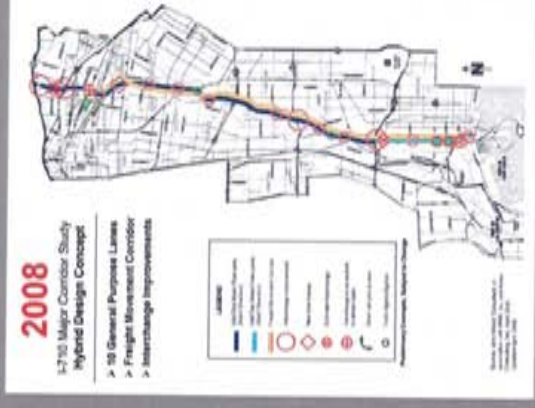
2005 Major Corridor Study (MCS)

- Extensive technical and community participation process
- Analyzed congestion and mobility

2005 Major Corridor Study (MCS)

- Developed solutions to improve air quality and mobility along the corridor
- Formed a multi-agency partnership to fund and conduct EIR/EIS

Locally Preferred Strategy



Objectives Emerging from MCS

- Improve air quality and reduce public health risks
- Improve mobility
 - Safety
 - Congestion
 - Outdated infrastructure

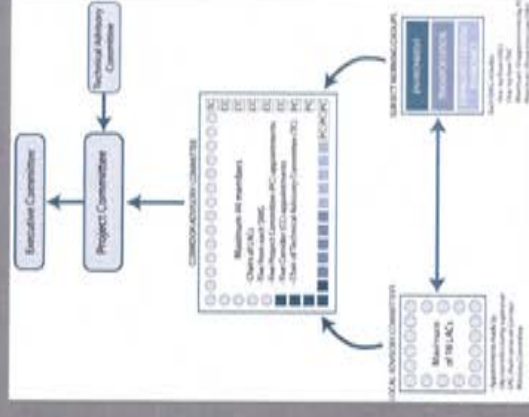
Objectives Emerging from MCS

- **Assess alternative goods movement technologies**
 - “Green” technologies for a freight movement corridor

Current Community Participation Approach

- Ensure participation at all levels
 - Local community interests
 - Corridor-wide interests
 - Technical
 - Policymakers/Elected Officials
 - Agencies
- Build on success of I-710 Major Corridor Study
- Customized for each community

Community Participation Framework



Technical Approach

Environmental and Engineering

Scope of Work:

- Develop baseline studies
- Prepare draft and final technical studies
- Develop preliminary engineering designs

Technical Approach

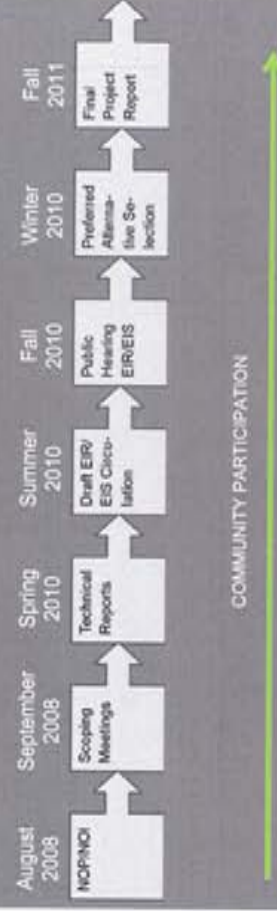
Scope of Work continued:

- Prepare EIR/EIS
 - Administrative Draft
 - Draft
 - Final

Technical Work Underway

- Developing "Need and Purpose" statement
- Aerial mapping
- Evaluation of Locally Preferred Strategy
- Traffic counts and forecasting
- Goods movement study
- Alternative technology study

Project Schedule



Study Area



Coordination between I-710 and I-5 Projects

Community Participation Coordination

- Seamless integration of outreach
- Facilitated meetings

Technical Coordination

- Integrated engineering and environmental studies
- Same project management team

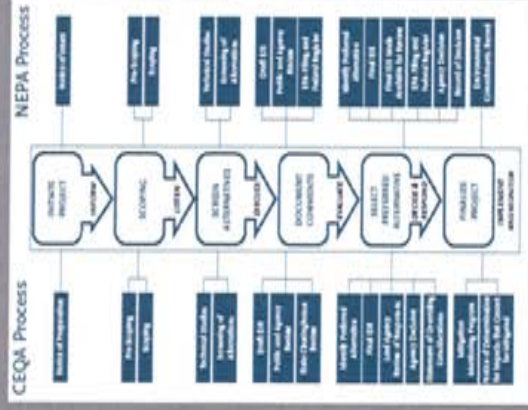
I-710 Corridor Project EIR/EIS



Environmental



CEQA and NEPA Process



Need and Purpose



Need and Purpose

- Air Quality and Health
- Traffic Safety
- Highway Design Deficiencies
- Future Traffic Conditions
- Growth in population, employment and goods movement activities

Alternatives



Alternatives Identified to Date

- No Build
- Transportation Systems Management/Transportation Demand Management (TSM/TDM) and Transit

Alternatives Identified to Date

- Mainline I-710 Improvements
 - Option A – 10 general-purpose lanes with no carpool lanes
 - Option B – eight general-purpose lanes with one carpool lane in each direction (total of 10)
- Locally Preferred Strategy Hybrid Design

Alternatives Identified to Date

- Goods Movement Enhancement by Rail and/or Advanced Technology
- Arterial Highway and I-710 Congestion Relief Improvements

Key Issues for Scoping



Key Environmental Issues

- Air Quality and Public Health
- Traffic Safety
- Jobs and Economic Development
- Environmental Justice
- Noise
- Congestion
- Community Enhancement
- Design Concepts

Please give us your thoughts

Ways to Provide Comments:

Mail to:

Mr. Ron Kosinski
Caltrans District 7
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Please note: Deadline for comments
is September 30, 2008

Please give us your thoughts

Ways to Provide Comments:

- Fill-out Comment Card provided and drop it in designated "Comment Card" boxes
- Email: 710eir@metro.net
- Project Website: www.metro.net/710eir
- Phone line: 213-922-4710
- Fax: 213-922-8868