

Recent Activities in the I-710 Corridor

Since completing the Major Corridor Study (MCS), Metro and its partner agencies have begun implementing the recommendations generated by the I-170 corridor communities. In fact, the priorities that guide the I-170 Corridor Project EIR/EIS are a direct result of community input.

Recommendations from the MCS are also reflected in other regional plans and programs.

Examples include:

- **I-710 freeway median construction and paving projects.**

• Regional goods movement studies, such as:

- Multi-County Goods Movement Action Plan
- California Air Resources Board's *Goods Movement Emission Reduction Program* and *Emission Reduction Plan for Ports and Goods Movement in California*
- Gateway Cities Council of Governments and Ports *Truck Replacement Programs*
- Ports of Los Angeles and Long Beach *Pier Pass Program*
- Ports of Los Angeles and Long Beach's *Final 2006 San Pedro Bay*

Ports Clean Air Action Plan

- **Community enhancement studies**, like Long Beach's *Community Livability Plan for the I-710 Corridor Neighborhoods*
- **Public transit projects and studies**, like Metro's Metro Gold Line Eastside Extension and East Side Transit Corridor Phase 2.

As a result, communities have begun planning and addressing many of the improvements throughout the corridor. For more information on these and other projects, visit our website: www.metro.net/710eir.

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I-710 Corridor Project EIR/EIS

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the interstate 710 freeway corridor

An Overview and Project Update

A Brief History

The Long Beach Freeway, better known as the I-710, has long been a vital transportation artery for goods movement from the Ports of Los Angeles and Long Beach. The Ports of Los Angeles and Long Beach together form the largest container port complex in the country and the 5th largest in the world.

Since it was built in the 1950s, I-710 has become 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 and an aging infrastructure, the I-710 Freeway now suffers from serious congestion and safety issues.

To address those urgent issues, a partnership of four agencies, including Metro, Caltrans, the Gateway Cities Council of Governments and the Southern California Association of Governments, initiated the I-170 Major Corridor Study (MCS) in 2002. The study analyzed congestion and mobility along the corridor in order to develop transportation solutions that preserve and enhance the quality of life in surrounding neighborhoods and communities. The MCS studied an 18-mile stretch of I-710 and included 14 cities and unincorporated East Los Angeles.

The purpose of the MCS was to find solutions that address the concerns of all these constituencies while balancing the region's economic realities, future growth in both population and transportation, quality of life and the environment.

Strong grassroots community involvement was crucial to the study. A framework of community

participation was constructed that involved both local communities and corridor-level input. Numerous forums for community participation were offered, such as community advisory committees, a corridor advisory committee, community workshops and town hall meetings.

In March, 2005, following an extensive technical and community participation process, the partner agencies completed the MCS.

The I-710 Freeway Corridor Project Today

With the completion of the MCS, an expanded agency partnership formed to move to the next phase of the project. Seven partner agencies 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 based on the MCS. An EIR/EIS must be completed to comply with federal and state environmental law before design and construction can proceed.

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 corridor area encompasses 15 cities and unincorporated East Los Angeles adjacent to the freeway corridor.

This phase, expected to be completed in 2011, will explore possible improvements to the I-710 corridor, along with the impact of these changes to the environment and surrounding communities. The partner agencies have implemented a framework of community participation to ensure maximum public input in the process.

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MEETING DATES

Tuesday, September 9

Rowan Elementary School
600 South Rowan Avenue
Los Angeles
6:30pm - 8:30pm

Wednesday, September 10

Progress Park
15500 Downey Avenue
Paramount
6:30pm - 8:30pm

Thursday, September 11

Cabrillo High School
2001 Santa Fe Avenue
Long Beach
6:30pm - 8:30pm

let us know what you think!

Your views and questions are important.

Whether you're a corridor resident or simply an interested individual, you can become involved and provide input in many ways:

- Attending advisory committee meetings
- Attending policy-making committee meetings
- Participating in community workshops, public forums, and town hall meetings
- Joining the project list to receive updates and meeting invitations.

We want to hear from you!

Do you have a question about the study, want more information, or want to be added to our database? There are many ways you can reach us:



On the web. Visit our website at www.metro.net/710eir



E-mail. Send us a comment via e-mail to 710eir@metro.net



Letter. Send your letter via US mail 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.



Telephone. You may also leave a voice message on our project phone line by calling (213) 922-4710. Phone messages are retrieved at least once every business day.



Fax. Send us a fax message at (213) 922-8868.

Los Angeles, CA 90012
99-8-2
One Gateway Plaza

Metro



MEET THE PROJECT PARTNERS

Seven partner agencies have come together to fund and complete the I-710 Corridor Project EIR/EIS. These agency partners include:



PROJECT SCHEDULE OVERVIEW

January 2008:
Project Initiation

March-August 2008:
Pre-Scoping

September 2008:
Scoping Meetings

Summer 2010:
Draft EIR/EIS

Fall 2011:
Approved EIR/EIS

public participation

Community Participation: The Key to a Successful Outcome

The key to a successful I-710 EIR/EIS process will be engaging community members and stakeholders in developing strategies to improve air quality, mobility, and quality of life.

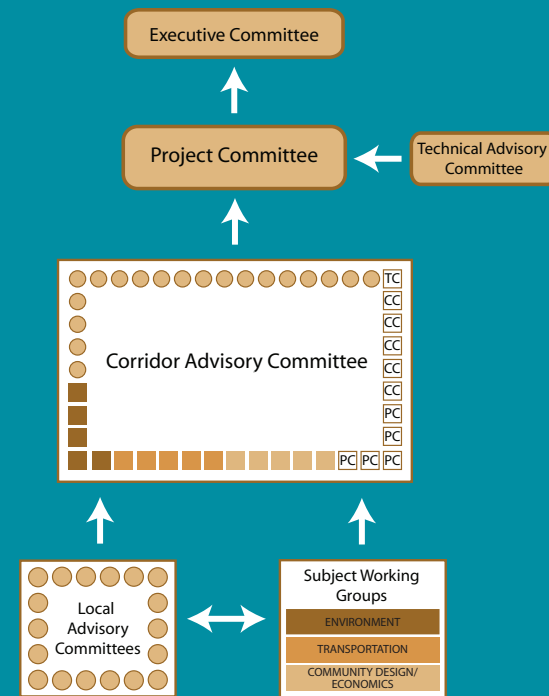
The public can get involved through a representative community advisory committee structure. The advisory committees are designed to give each community the opportunity to work hand-in-hand with the technical team throughout the life of the project. The community participation framework includes three types of community-based committees.

1 The Local Advisory Committees (LACs) serve as the framework's foundation. These grassroots committees allow members to offer input into project documents based on their perspectives as local residents and business owners. LACs will focus on local issues and mitigation plans to reduce negative impacts.

2 The Corridor Advisory Committee (CAC) will work to achieve corridor-wide consensus on key issues. Its recommendations will directly affect input into the environmental study. The CAC will enable communities throughout the corridor to share information. The Chairperson of each LAC will sit on the CAC along with appointees representing other corridor-wide interests.

3 Each LAC may select representative members to participate in Subject Matter Working Groups (SWGs). The SWGs will delve more deeply into technical issues like environment, transportation, local economy and community design.

The flow of information between the SWGs and the LACs is ensured by cross-membership and in turn moves up to the CAC through the same mechanism. The CAC will provide feedback and recommendations to the project's policy-making committees, which are made up of elected officials representing the communities along the I-710 corridor.



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The corridor communities identified topics for further study. Some examples include:

- Improving air quality and reducing public health impacts
- Assessing local economic impacts
- Reducing visual and noise impacts of truck traffic on the I-710 Freeway
- Maximizing involvement of corridor communities

- Implementing alternative or clean technologies for goods movement
- Maximizing goods movements by rail
- Constructing separate truck lanes and direct truck ramps to rail yards
- Improving landscaping, sound walls, and lighting

I-710 corridor EIS/EIR study area



EIR/EIS INFORMATION

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 them, if possible. An Environmental Impact Report (EIR) is required by the State of California and an Environmental Impact Statement (EIS) is required for any action that has federal involvement. An EIR/EIS explores the proposed project's environmental impacts such as air quality, noise, and visual disruption. These reports document how to avoid, minimize, mitigate any adverse impacts that might be discovered in the analysis process. There are a number of steps in the EIR/EIS process, including opportunities for the public and organizations to review the report and provide comments and/or concerns.

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