

Commerce Local Advisory Committee

October 14, 2008

6:30 p.m. – 8:30 p.m.

City Hall Emergency Operations Center
2535 Commerce Way, Commerce

MEETING SUMMARY

CALL TO ORDER:

ROLL CALL/INTRODUCTIONS: Committee members present were Councilmember Joe Aguilar, Angelo Logan, Jose Zambrano, Eddie Tafoya, Bob Eula and Mario Sotelo (Chair).

Also in attendance were: Alex Hamilton, City of Commerce; Linda Wright, City of Commerce; Matt Marquez, City of Commerce.

Members of the Project Team attending the meeting were: Garrett Damarath, Caltrans; Jack Waldron, URS; Shannon Willits, URS, Juan Diaz, JMD; Jerry Wood, GCCOG; Devon Cichoski, Metro; Kayleen Maya-Aviles, VPE, and Becky Draper, MIG.

PUBLIC COMMENT:

No public comment.

SCHEDULED MATTERS:

1. **Reorganization - Selection of a Vice Chairperson**

The appointed Bob Eula to serve as Vice Chairperson for the I-710 EIR/EIS Local Advisory Committee

2. **“New I-710 Corridor” Discussion**

The Project Team and Committee will discuss the “New I-710 Corridor”

- Corridor Vision
- Community Enhancements



Metro



- Interim Improvements

Becky Draper shared with the Committee that a notebook of historical information and materials was developed for the Committee. Included in the notebook is an analysis of the Tier 2 report, plans of the LPS, glossary of terms, and draft mini studies among other files. This is a resource document and more will be added as the project move along. If more copies are needed, please let Jerry Wood know.

Becky thanked the Committee for their participation in the recent Scoping meetings. The comments were appreciated. At this point, the project is moving from the Scoping Phase to the Alternative Screening Phase.

The first Corridor Advisory Committee (CAC) meeting is being held on October 15 at Progress Park in Paramount from 6 pm to 7:30 pm-Tier 2 Committee and the CAC meets from 7:30 pm to 9 pm. Next month the Subject Working Groups will begin meeting.

New I-710 Discussion

At this point, the team is looking at community enhancements that go beyond it being a freight corridor. For example, landscaping, aesthetics, safety features, sound walls and other elements are being explored. Gruen & Associates, a landscape design firm, is a subconsultant on the Engineering Team that will serve as a resource throughout the project to assist in developing the ideas put forth by the communities.

This evening's discussion is intended as introduction of the topic to ask the LAC to begin thinking about community enhancement ideas for Commerce and the I-710 Corridor as a whole. The GCCOG has identified areas that need attention. For example, Atlantic/Bandini intersection and a sound wall in Commerce are being explored.

All of these enhancements depend on funding. Measure R has funds for early improvements if passed. Discussion points included:

- The ability of sound walls to reduce noise.
- The possibility of a sound wall being built on the overcrossing.
- Consideration of building a pedestrian bridge to the Citadel Outlets. In addition, the Leonis tunnel needs improvements. Overall consideration for pedestrian traffic paths should be considered.
- The option of closing the on/off ramps to Washington is possible. This would free up space for landscaping on the property.
- Project enhancements should compliment the LA River Master Plan. Look into a pocket park option.

3. Goods Movement Introduction by the GCCOG

The Committee will receive an introduction to goods movement along the I-710 Corridor including basic terminology and system dynamics.

Following the “New I-710 Corridor” discussion Jerry Wood gave a goods movement presentation which provided an overview of impacts at the regional and local level, basic terminology, baseline facts, a summary of how goods are moved, and an explanation of why goods movement is important to the I-710 EIR/EIS. Discussion took place after the presentation and included the following:

- At this time, the Ports are looking at the feasibility of developing an inland port in Victorville.
- In Commerce, rail yards impact the City. If the port grows rail has to determine where the containers will go.
- The ports cargo forecast 50-60 million containers per year go through the ports. The demand for goods is going to increase and trade is critical to the current economic crisis.

4. Geometric Plans Review Presentation by URS

The Committee will receive a review of the Geometric Plans analysis that has been conducted to date as a component of the Alternatives Screening Phase.

At this point, our engineering team is looking at refining the Locally Preferred Strategy (LPS) layout and finding better ways to improve designs and work with CalTrans and FHA. CalTrans will give the final approval on the design. The LPS is one of six alternatives being studied by the engineering team.

The goal of the presentation was to show the Committee the progress made, to date, on the analysis of Alternative 6 (the LPS). Juan Diaz, sub consultant to URS has been working on this project on the north end.

Study highlights include:

- Keep to LPS objectives
- Avoid residential, parks and school impacts
- Reconfigured interchanges based on traffic data collected

The results of the study will be available during the first quarter of next year. This is an evolving design and it will be finalized by mid 2009.

Mr. Willits is the engineer heading up the highway design. He recently met with BNSF and UP to learn about their operations and future plans. Their input is critical and they have been receptive.

Presentation by Juan Diaz

The Committee gathered at the table with draft renderings. Highlights of presentation included:

- Elimination of Washington Blvd. interchange.
- Provision of direct access into rail yards.
- Modifications of main lines for public and rail access, while having some impacts to right of way, do not affect residential properties in this section.
- Expansion from eight general purpose lanes to ten.
- Off ramp at Atlantic significant change.
- No home acquisition.
- Widening to begin at Atlantic/Bandini. Move the intersection from main line.
- BNSF interested in a project at Indiana.
- Slausen Ave interchange-added a single point intersection in the middle. Mini study justifies adding the Slausen ramp.
- The ability of the freight corridor to accommodate Maglev or other alternative technology.
- Inability of UP to expand their yard.
- If BNSF's proposed SCIG project is not built, Hobart will need to be expanded.

5. Next Steps Discussion Presented by MIG

The Committee will discuss next steps as they pertain to the I-710 corridor.

The Committee will forward additional comments to MIG.

ADJOURNMENT

The meeting was adjourned at 8:27 pm.

I-710
CORRIDOR EIR/EIS
COMMERCE LAC
OCTOBER 14, 2008

COMMUNITY ENHANCEMENTS

▶ SOUND WALLS

• BRICK/PLEX/GLASS • VINES - • ON OVERCROSSES

▶ INTERIM IMPROVEMENTS

- ATLANTIC/BANDINI
- SOUND WALLS

▶ SOUND ABSORPTION "SYSTEM"

- ### ▶ PEDESTRIAN PATHS
- TUNNEL
 - BRIDGE

▶ CREATION OF OPEN SPACE

- ### ▶ LA RIVER MASTER PLAN
- COORDINATE
 - COMPLEMENT



I-710 Corridor Project EIR/EIS
Commerce LAC Meeting #4
October 14, 2008