AGENDA

Wednesday, January 27, 2021 - 5:00 PM
Gateway Cities Council of Governments
Meeting Remote Location:
https://us02web.zoom.us/webinar/register/WN_0kH5oSTGTcugfVnCx0AvRg
Please register in advance for the webinar

OR JOIN BY PHONE:
1.669.900.6833

MEETING NUMBER:
862 7593 7797

After registering, you will receive a confirmation email containing information about joining the webinar.

AGENDA REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE ON THE GATEWAY CITIES COG WEBSITE AT WWW.GATEWAYCOG.ORG.

ON MARCH 4, 2020, GOVERNOR NEWSOM PROCLAIMED A STATE OF EMERGENCY TO EXIST IN CALIFORNIA AS A RESULT OF THE THREAT OF COVID-19. THE GOVERNOR HAS ISSUED EXECUTIVE ORDERS THAT TEMPORARILY SUSPEND REQUIREMENTS OF THE BROWN ACT, INCLUDING ALLOWING PUBLIC AGENCIES TO HOLD PUBLIC MEETINGS VIA TELECONFERENCING AND TO MAKE PUBLIC MEETINGS ACCESSIBLE TELEPHONICALLY OR OTHERWISE ELECTRONICALLY TO ALL MEMBERS OF THE PUBLIC.

PUBLIC COMMENTS: TO ADDRESS THE 91/605/405 CORRIDOR CITIES COMMITTEE ON ANY AGENDA ITEM OR A MATTER WITHIN THE 91/605/405 CORRIDOR CITIES COMMITTEE'S PURVIEW, PLEASE PROVIDE WRITTEN COMMENTS BY 2:00 P.M., JANUARY 27, 2021, VIA EMAIL TO info@gatewaycog.org. ALL WRITTEN COMMENTS SUBMITTED WILL BECOME PART OF THE OFFICIAL RECORD.
A. **AGENDA ITEM:** at this time the 91/605/405 Corridor Cities Committee considers the agenda item OR during Public Comments, and

B. **NON-AGENDA ITEMS:** during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the 91/605/405 Corridor Cities Committee agenda; and

C. **PUBLIC HEARINGS:** at the time for public hearings.

Please keep your comments brief and complete a speaker card for the Chair.

I. **CALL TO ORDER**

II. **ROLL CALL**

III. **AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

IV. **PUBLIC COMMENTS**

V. **MATTERS FROM STAFF**

VI. **CONSENT CALENDAR:**
All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the Committee.

VII. **REPORTS**

10 Min
A. Metro Highway Program Update on Measure R/M Funding – Report by Ernesto Chaves (Metro).

   **SUGGESTED ACTION:** A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

15 Min
B. I-605 Corridor Improvement Project – Report by Isidro Panuco (Metro).
   - Presentation on the Project schedule and current project activities.

   **SUGGESTED ACTION:** STAFF RECOMMENDATION TO SUPPORT A LOCALLY COLLABORATED ALTERNATIVE TO BE INCLUDED INTO THE ENVIRONMENTAL DOCUMENT

10 Min
C. SR-91 Corridor Aesthetic Master Plan – Report by Kekoa Anderson (GCCOG)
• Overview of the SR-91 Corridor Aesthetic
• Link to Download the Master Plan: CLICK HERE

SUGGESTED ACTION: A MOTION APPROVE THE MASTER PLAN, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

VIII. COMMENTS FROM COMMITTEE MEMBERS

IX. ADJOURNMENT

NOTICE: New items will not be considered after 7:00 PM unless the Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.
VI. REPORTS

Item B.

I-605 Corridor Improvement Project

REPORT BY ISIDRO PANUCO (METRO)
Project Limits

Improvement Corridors

**I-605:** South of Rosecrans Av to Ramona Bl north of I-10 (16 miles)

**SR-60:** Santa Anita Av to Turnbull Canyon Rd (5.5 miles)

**I-5:** Florence Av to Rio Hondo Channel (3 miles)

**I-10:** Peck Rd to the I-605/I-10 Interchange (2.6 miles)

**I-105:** Studebaker Rd to Bellflower Bl (1.5 miles)
### Project Background

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>2016</td>
<td>Initiated Environmental Impact Report/Environmental Impact Statement (EIR/EIS)/Issued Notice of Preparation and Notice of Intent for EIR/EIS</td>
</tr>
<tr>
<td>2016</td>
<td>Conducted six scoping meetings in Downey, Santa Fe Springs, Norwalk, Industry, South El Monte and Whittier</td>
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<tr>
<td>2017</td>
<td>Added ExpressLanes to the Build Alternatives based on scoping comments from the Environmental Protection Agency (EPA) and consistency with Metro Board Express Lanes Strategic Plan</td>
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<tr>
<td>2018</td>
<td>Conducted three additional community update meetings in Norwalk, Pico Rivera, and Whittier</td>
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<tr>
<td>2018-20</td>
<td>Held dozens of meetings with local jurisdictions to developed technical studies for the EIR/EIS and refined the proposed project alternatives with local input to address GCCOG and Metro concerns</td>
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### Recent Project Coordination

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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</thead>
<tbody>
<tr>
<td>Sept 2020</td>
<td>Letter from the GCCOG requesting delay circulation of 605 EIR/EIS</td>
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<tr>
<td>Oct 2020</td>
<td>Metro Board approved motion on I-605 EIR/EIS</td>
</tr>
<tr>
<td>Oct-Dec 2020</td>
<td>6 + meetings with local jurisdictions, GCCOG, I-5 JPA, and Caltrans to develop locally supported design alternatives</td>
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<tr>
<td>Jan-April 2021</td>
<td>Planned Metro Board updates on project</td>
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</table>
Locally Supported Design Alternatives

I-605 CIP Purpose and Need

- Ease congestion / improve mobility and operations
- Enhance regional connectivity and system efficiency
- Improve safety and enhance trip experience

Approach

- Re-evaluate, prior 605 studies/reports
- Developed alternative design variations to balance Design Standards (improve operations, safety) and Minimize Impacts (Right of Way, Environmental impacts)
- Alternative design variations were presented to Downey, SFS, GCCOG and I-5 JPA for input and comment
Locally Supported Design Alternatives

Add one General Purpose Lane (GP), HOV, or ExpressLane. Include Aux lanes at select locations, improve on/off ramps and add direct connectors. **ROW Impacts reduced by 5%**

Add one HOV lane and Aux Lanes on I-5 – with no provision for a future second HOV lane. **Revised design alternative will reduce ROW impacts by up to 34%**

Add GP lane eastbound, westbound and Aux Lanes. **ROW Impacts account for 3% of total with no proposed changes.**

Add HOV or ExpressLane Direct Connectors at 105 and 10 Interchanges. **Impacts account for 2% of total with no proposed changes.**
Next Steps

Future I-605 CIP Activities:

GC, SGV, I-5 JPA & City Concurrence:
Actions of support

Include Local Design Alternatives:
On-going

Report to Metro Board:
January – April 2021

Stakeholder Engagement:
January – Summer 2021

> Regular updates to COG, I-5 JPA and Corridor Cities prior to EIR/EIS circulation.

Isidro Pánuco, Project Manager
Metro
One Gateway Plaza, MS 99-22-9
Los Angeles, CA 90012
metro.net/i-605-CIP

Corridor Improvement Project
Thank You!
VI. REPORTS
Item C.

SR-91 CORRIDOR AESTHETIC
MASTER PLAN

REPORT BY KEKOA ANDERSON (GCCOG)
Aesthetic Committee Members

Municipalities

City of Artesia
City of Bellflower
City of Cerritos
City of Compton
City of Lakewood
City of Long Beach
City of Paramount

Gateway Cities, Council of Governments

Kekoa Anderson

Los Angeles County Metropolitan Transportation Authority (LA Metro)

Ernesto Chaves, LA Metro  Lucy Delgadillo, LA Metro

California Department of Transportation (Caltrans)

Tin T. Dinh, District 07  Abraham Almaw, DES Bridge Architecture & Aesthetics
George Olguin, District 07  Isaac Tasabia, DES Bridge Architecture & Aesthetics
Glen Levstik, District 07
2.0 SITE ANALYSIS

2.1 Project Site

State Route 91 is a major east-west highway in the southerly central portion of Los Angeles County which is used primarily for international, interstate, interregional and intraregional travel carrying people and goods throughout Los Angeles, Orange, Riverside and San Bernardino counties. SR-91 is also used for commute travel and is a major highway for goods movement in California, providing access to the Ports of Los Angeles and Long Beach. It serves the largest center in the Los Angeles basin for warehousing and transloading located at the southwest quadrant of SR-91 and I-710.

The project area is projected to experience substantial growth for goods movement. Build out of the area, as well as increased shipping traffic from the ports, will generate additional traffic on the freeways and at the SR-91/I-710 system interchange. Widening improvements to the mainline, including local arterial and system interchange improvements, will address existing deficiencies and accommodate projected growth.
2.0 SITE ANALYSIS

2.2 Community Photos
2.0 SITE ANALYSIS

2.3 Existing SR-91 Corridor
2.0 SITE ANALYSIS

2.3 Existing SR-91 Corridor
4.0 STRUCTURAL AESTHETICS

4.1 OVERCROSSES

An overcrossing is a structure carrying a county road or a city street over a state highway, and occurs at various locations along the SR-91 Corridor.

Replaced or widened bridges will often be intermixed with existing bridges which have different architectural styles. The overall geometry of replaced or widened structures will be similar to remaining structures to provide visual unity. The “Artesian Theme” will be applied to geometric forms of girders, columns, and abutment walls which responds to the historic and geographic influences of the region.
4.1 OVERCROSSINGS

DECORATIVE LIGHTING

TYPE 7 MODIFIED - DECORATIVE FENCING

DECORATIVE LIGHTING

DECORATIVE LIGHTING

DECORATIVE LIGHTING

DECORATIVE LIGHTING

DECORATIVE LIGHTING

DECORATIVE LIGHTING

DECORATIVE LIGHTING

DECORATIVE LIGHTING

DECORATIVE LIGHTING

DECORATIVE LIGHTING
4.3 UNDERCROSSINGS

The “Artesian Theme” will be applied to all undercrossings. The aesthetic treatment consists of integrally colored concrete, fractured fin texture, basalt texture, and project fencing and lighting with black finish.
4.3 UNDERCROSSES

BIRD’S EYE VIEW
4.4 PEDESTRIAN OVERCROSSES

The "Artesian Theme" will be applied to all pedestrian overcrossings. The aesthetic treatment consists of integrally colored concrete, fractured fin texture, and project fencing and lighting with black finish.
4.10 LIGHTING

**EXISTING COMMUNITY LIGHTING**

**Application:** Structures and Arterial Street Lighting  
**Color:** Black

Note: All light post components to receive a black powder coated finish

**STRUCTURAL LIGHTING**

**CITY STREET LIGHTING**

**TEAR DROP LUMINAIRE**

Lighting is an important feature for a bridge structure both in its functionality and appearance. When selecting lighting fixtures, it is important to not only enhance the design of the structure, but also to complement the existing lighting from the surrounding areas. For the SR-91 CMP, a family of lighting fixtures have been proposed that are simple and elegant in design, yet similar to existing lighting along the SR-91 corridor to unify the communities. City to select and negotiate new city street lighting.

As shown: Tear Drop with pedestrian luminaire on 30’ pole  
**Color:** Black

**PERSPECTIVE VIEW**
4.11 RETAINING WALLS

All new retaining walls throughout the SR-91 Corridor will have consistent aesthetic treatment. The textures and patterns will be consistently used on all wall types, whether they are MSE, cast in place, or other wall types. The "Artesian Theme" will be applied to all retaining walls and will be a combination of: integrally colored concrete, fractured fin texture, basalt texture, and a featured horizontal band with heavy sandblast texture.

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BASALT TEXTURE
HEAVY SANDBLAST TEXTURE
FRACTURED FIN TEXTURE

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SOUND WALL PILASTER
SOUND WALL
RETAINING WALL

PARTIAL ELEVATION VIEW
4.12 SOUND WALLS

Sound walls for the SR-91 corridor shall consist of integrally colored split face block in 2 different colors. Custom pilasters will be placed at regular intervals of 349'-4". The block motif is designed to incorporate placement of the pilaster. Sound wall heights will vary throughout the corridor and all design elements will adjust accordingly. Where appropriate, new sound walls will tie into existing sound walls. All pilasters shall be constructed vertical to profile grade (plumb).

<table>
<thead>
<tr>
<th>NOMINAL SIZE</th>
<th>TEXTURE</th>
<th>COLOR</th>
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<tbody>
<tr>
<td>8&quot; x 8&quot; x 16&quot;</td>
<td>SPLIT FACE 2 SIDES</td>
<td>SANDSTONE</td>
</tr>
<tr>
<td>10&quot; x 8&quot; x 16&quot;</td>
<td>SPLIT FACE 2 SIDES</td>
<td>NATURAL GRAY</td>
</tr>
<tr>
<td>8&quot; x 8&quot; x 16&quot;</td>
<td>SPLIT FACE 2 SIDES</td>
<td>NATURAL GRAY</td>
</tr>
<tr>
<td>8&quot; x 8&quot; x 16&quot;</td>
<td>4 SCORE SPLIT FACE 2 SIDES</td>
<td>NATURAL GRAY</td>
</tr>
</tbody>
</table>

**NOTE:** ALL DIMENSIONS SHOWN ARE TYPICAL.
### 5.10 PLANT PALETTE

#### Trees
- *Fern-leaved Catalina Ironwood*
- *Mexican Sycamore*
- *California Black Oak*

#### Shrubs
- *Acacia redolens ‘Desert Carpet’ Prostrate Acacia*
- *Asclepias fascicularis Narrowleaf Milkweed*
- *Bougainvillea ‘San Diego Red’ San Diego Red Bougainvillea*
- *Fremontodendron californicum California Flannelbush*
- *Lantana ‘Spreading Yellow’ Spreading Yellow Lantana*
- *‘Mound San Bruno’ – Coffeeberry*
- *Plumbago auriculata ‘Imperial Blue’ Imperial Blue*
- *Rhus ovata Sugar Bush*
- *‘Davis Gold’ Toyon*
- *Distictis buccinatoria Red Trumpet Vine*
- *Parthenocissus tricuspidata Boston Ivy*
- *Muhlenbergia rigens Deer Grass*
5.10 PLANT PALETTE

Bio Swale Plants

- California Meadow Sedge
- Common Rush
- Blue Oat Grass
- Giant Wild Rye