

**MINUTES OF THE MEETING OF THE
I-710 CORRIDOR PROJECT EIR/EIS
TECHNICAL ADVISORY COMMITTEE
Via Zoom
March 17, 2020**

I. Call to Order

The meeting was called to order at 1:38 p.m.

II. Roll Call

#	Name	City/Agency	Present	Absent
1.	Bill Pagett	City of Bell	X	
2.	Chau Vu	City of Bell Gardens		X
3.	Richard Garland	City of Carson		X
4.	Daniel Hernandez	City of Commerce	X	
5.	Dan Garcia	City of Compton	X	
6.	Aaron Hernandez Torres	City of Cudahy		X
7.	Ed Norris	City of Downey	X	
8.	Sergio Infanzon	City of Huntington Park		X
9.	Carl Hickman	City of Long Beach	X	
10.	Lorry Hempe	City of Lynwood	X	
11.	Kevin Ko	City of Maywood	X	
12.	Bill Pagett	City Paramount	X	
13.	Bill Zimmerman	City of Signal Hill	X	
14.	Jose Loera	City of South Gate	X	
15.	Dan Wall	City of Vernon		X
16.	Mahdad Derakhshani	County of Los Angeles	X	
17.	John Vassiliades	CalTrans	X	
18.	Jacob Waclaw	FHWA & FTA		X
19.	Ernesto Chaves	MTA	X	
20.	Theresa Dau Ngo	Port of Long Beach	X	
21.	Kerry Cartwright	Port of Los Angeles		X
Total =			14	7

Other attendees included: Yvette Kirrin & Kekoa Anderson, GCCOG Engineers; J. Arevalos & S. Mora, GCCOG staff; David Woo, AYCE, Inc; Karen Chapman, T.Y. Lin International; Michael Hynes, WLE; Samantha Miller, LA County; Roberto Ramirez, Cordoba Corp; Shannon Willits, HNTB; Tewodros Mekuria, HNTB; Farid Naguib, Intueor Consulting, Inc; Lorraine Ahlquist, Rincon Consulting; Ahmad Ansari, City of Maywood; Aslan Hoffman, La Candada Fallhaven; Michael Hynes, WKE, Inc.; Elizabeth Flournoy, Save Our Community; Norberto Lopez, Long Beach; Birgitta Ongawan, Jacobs; Diego Cadena, WKE, Inc; David Levinsohn, AECOM; Andy Nowak, Moffat & Nichol; Lourdes Ortega, Metro; Nicole Jules, City

of Compton; Lijin Sun, AQMD; Mark Dierking, Metro; Nina Turner, Port of Long Beach; Genevieve Clavreul, City of Pasadena; Wayne Richardson, HDR, Inc; Jackie Martinez, BKF Engineers; Lucy Delgadillo, Metro; Julie Tran, Moffatt & Nichol; Steven lee, Metro; Natasha Krakowiak, LA County; Romeo Firme, Kleinfelder; Michelle Cordi, Caltrans; Douglas Bena, City of Bell Gardens; Veronica Soto, Comm Resident; Steven Anderson, David Evans & Assoc; James Shankel, Los Angeles; Alec Cronin, NRDC; Derya Thompson, LA; Amit Shah, Parsons; Julio Perucho, LA Metro; Isai Rosa, LA Metro; Nicholas Velazquez, Moffat & Nichol; Daniel Hernar , City of Commerce

III. Amendments to the Agenda

There were no amendments to the agenda.

IV. Public Comments

There were no public comments.

V. Matters from Staff

There were no matters from staff.

VI. Consent Calendar

It was moved by John Vassiliades (CalTrans), seconded by Chau Vu (Bell Gardens), to approve the minutes of the meeting of August 19, 2020. The motion was without objection.

VII. Reports

A. I-710 EIR/EIS Project Update

Ernesto Chaves provided a status update of the 710 FEIR/FEIS. He noted that there is no EPA approval as of yet but a critical meeting for the project is scheduled for this Friday. He is hopeful that agreements and conclusions come from this meeting. Based on this Metro is getting ready to circulate the final FEIR/FEIS which requires a 30 day circulation, once the greenlight is provided by EPA.

Ernesto also noted that a virtual community meeting will be held in January to provide early action program (EAP) updates on the project. They intend to provide an update every 4 to 6 months.

Ernesto noted that the recommendations for the TCEP (Transportation Corridor Enhancement Program) funding were announced yesterday. Overall, the region did well, bringing in a total of \$560 million. For the GCCOG subregion funds will be provided for the 105 express lanes as well as \$118 million for the SR 91 Corridor

including westbound Shoemaker to Alondra and eastbound Atlantic to Cherry. Other projects in the region receiving funds include \$217 million for the 57/60 confluence project as well as the La Canada Soundwall program and the NexGEN program. While the 710 didn't receive any funds despite an application for the soundwalls packages 2 and 3, and the ICM project, the team needs to continue to develop projects and get them ready for funding. The next TCEP cycle will include a 710 early action package assuming we have consensus.

Ernesto provided a status update on the 710 EAP. While the entire PowerPoint slideshow was provided, Ernesto's focus was on the Metro recommendation that had not changed since August. He was focused on next steps. The offer to assist cities in explaining the recommendation to their policy makers is still on the table and can be done anytime before February. He noted that the TAC could aim to take up a vote in February or March regarding the 710 EAP. The primary recommendation is to approve the funding needed for the 710 segment from PCH to the 405.

Yvette provided a GCCOG staff recommendation that recommends additional improvements that are complementary, supplementary and complete the geographical equity picture that may make the decision easier for the TAC to vote with the goal to provide a benefit to everyone. Consistent with the Metro recommendation item, it includes the 710 (PCH to 405) segment at a cost of \$470 million. Item B included up to \$100 million in arterial improvements. Significant discussion about potentially rewording it to make the language a little bit broader while focusing on the improvements being complementary to the freeway improvements and contributing to regional mobility was noted. It was also noted that these improvements could be part of Measure M beginning in 2024. Ernesto added that they believe that this investment in major arterials should focus on mobility.

Discussion also yielded that the 710 TAC may want to consider the top three Corridors to provide investments with some funds potentially left over for other projects that were Measure M eligible. Ernesto added that some caveats need to be incorporated including that the environmental document needs to be approved, and that improvements are subject to funding. He also noted that the Humphreys Bridge active transportation project in East LA is approximately \$10-\$12 million and item C of the GCCOG recommendation recommends up to a total of \$20 million. He noted that five crossings are identified across the LA River within the EIR/EIS including this one in East LA, one in Bell Gardens and in the southern 405 to PCH segment. It was noted that the community health benefits program should also include the caveat about an ability to pursue grant funding. Lastly it was noted that staff would go back and create some accounting scenarios, graphically represented in pie charts, to show the funds available versus what is being recommended by the motion. We would also clean up the motion per the above comments and re-send it out to the TAC with a goal date of the first week in December.

Kerry Cartwright began a discussion regarding some clarification including the request for the capital cost breakdown of the freeway recommendation for the 710

from PCH to the 405. Ernesto noted that he would provide it. Clarification was also provided that while up to \$50 million has been committed from this project toward the clean truck program that it didn't preclude future allocations. It currently provides some level of offset for omissions on the initial segment. It was noted that the administrative program had not fully been established and that only a draft program structure was currently drafted. Ernesto also noted that the steering committee had not met for the first time yet and that this was contingent on the EPA approval process. Lastly Ernesto noted that the ICM project cost is within the \$40 million range and the TAC had already allocated funds for the completion of the PS&E. Ernesto noted that the GCCOG recommendation is a good roadmap for the EAP and that we should look to find funding opportunities. It was noted that we would change the word "footprint" to "Corridor footprint" for consistency.

Chau Vu from Bell Gardens made a motion, and John Vassiliades from Caltrans, seconded the motion to receive and file the item. It was approved without objection.

B. Current 710 Early Action Project Update

Ernesto noted that revenues are better than expected and that funding has not impacted the non-freeway program. He noted that spending is encouraged so that funds don't get taken away. He noted that of the non-freeway funds having a total of \$160,000,000, approximately \$78,723,000 are encumbered within funding agreements and \$81,277,000 remain. Yvette noted that the cities of Compton, Cudahy and Signal Hill had not received funding and that we would advocate for their jurisdictions receiving a project. She also noted that Metro has offered to help deliver a project for any jurisdiction that feels they don't have the resource capacity to deliver it themselves. Ernesto noted that approximately \$201,144,000 remains on the freeway side.

It was moved by John Vassiliades from Caltrans and seconded by Alvin Papa from Long Beach to receive and file the report. It was approved without objection.

VIII. COG Engineers Report

No Report

IX. Matters from the I-710 Technical Advisory Committee

No further matters.

X. Matters from the Chair

No Matters

XI. Adjournment

The meeting was adjourned at 2:41 p.m.