I. Call to Order

The meeting was called to order by Chairman Bill Pagett at 1:45 p.m.

II. Roll Call

PRESENT: Bill Pagett, Chair, City of Maywood, and City of Paramount; Chau Vu, City of Bell Gardens; Richard Garland, City of Carson; Ed Norris, City of Downey; Derek Weiske, City of Long Beach; Charlie Honeycutt, City of Signal Hill; Art Cervantes, City of South Gate; Kevin Wilson, City of Vernon; James Yang, County of Los Angeles; Garrett Damrath, Caltrans; Ernesto Chaves, MTA; Theresa Dau-Ngo, POLB; Peter Greenwald, SCAQMD; Donald Johnson, SCE (ex officio).

ABSENT: Terry Rodrigue, City of Bell; Wendell Johnson, City of Commerce; Hien Nguyen, City of Compton; Aaron Hernandez, City of Cudahy; James Enriquez, City of Huntington Park; Elias Saikaly, City of Lynwood; Jacob Waclaw, FHWA & FTA; Kerry Cartwright, POLA; Representative from the California Highway Patrol; Annie Nam, SCAG; John Doherty, ACTA (ex officio); Mark Sedlacek, LADWP (ex officio).

Other attendees included: Ryan Kim, City of Bell Gardens; John Vassiliades, Program Manager, Caltrans; Adrian Alvarez, Metro; Kekoa Anderson, Yvette Kirrin, GCCOG; Richard Powers, GCCOG; Jack Joseph, GCCOG; Dave Levinsohn, URS; Shannon Willits, URS; Rob McCann, LSA; Esmeralda Garcia, MIG; Pat Somerville, HNTB; Amit Shah, HNTB; Mark Evans, HDR; Camilo Rocha, HDR; Sam Ekrami, Parsons Brinckerhoff; Wayne Richardson, MARRS Services; Shawn Clark, Cardno, Peter Miessner, Willdan Engineering.

III. Pledge of Allegiance

The Pledge of Allegiance was led by Ernesto Chaves.

IV. Amendments to the Agenda

It was the consensus of the TAC to take Item H first under the Reports section of the agenda.
V. Public Comments

There were no public comments.

VI. Matters from Staff

There were no matters from the staff.

VII. Consent Calendar

It was moved by Charlie Honeycutt, seconded by Derek Wieske, to approve the minutes of the meeting of April 16, 2014. The motion was approved unanimously, with Art Cervantes abstaining.

VIII. Reports

H. Measure R Funding Requests Update

Ed Norris requested Measure R Early Action Project funding for two projects in the City of Downey: widening of Lakewood Blvd. for three continuous travel lanes in the vicinity of I-5 from Gallatin Road to Telegraph Road, and construction of street medians on Firestone Blvd. from Old River School Road to the west city limits.

Mr. Norris said the Lakewood Blvd. project would include landscaping, irrigation, pavement rehabilitation, and pedestrian enhancements consistent with previous Lakewood projects and had an estimated cost of $5 million. He said the nexus is that Lakewood Blvd. would need to meet the projected 2035 traffic volumes.

Mr. Norris said the Firestone Blvd. improvements would enhance traffic safety on a street that is among the top ten for mid-block traffic accidents. He said the nexus is the expected increase in traffic volumes due to I-710 construction. He said the estimated cost is $4 million.

He said the project won't increase capacity, but will improve through-put by reducing conflicts and friction, and improving mobility and safety.

Derek Wieske suggested that the TAC take another look at the criteria for early action projects, especially the nexus. He said there is a need to benchmark these projects against the criteria as well as to manage the funding allocations. He said he was concerned about taking action today without revisiting the information.

Bill Pagett asked if this was a request for full funding, based on the limits of the project, since money can’t be spent outside of the corridor. He said
since Lakewood Blvd. is the dividing line, it may be partially in the I-605 Hot Spots area also.

Kevin Wilson and Derek Wieske both said feel that this is a local project and not regional, and that we may run out of money for larger needed projects, if all the cities come forward with their CIP. They said they don't want to set a precedent.

Bill Pagett noted that the arterials are going to be highly impacted, and may not be addressed via either the I-710 or I-605, but the Strategic Transportation Plan may address it.

Bill Pagett asked that, before South Gate does their presentation, Ernesto Chaves provide information regarding funding and the criteria. He said there will be another TAC meeting to clarify any issues before going to the Project Committee. Mr. Pagett said he thought it may be more prudent to fund design, and then get ready for another possible source of funding since both projects are partially funded.

Art Cervantes said South Gate shares the concerns expressed; that maybe the projects should be brought back and presented in the correct format to see if they meet the criteria. Mr. Cervantes said South Gate also wanted to introduce a project for improvement of a 2.5 mile segment along Firestone Boulevard. He said the City has $9 million in funding which is at risk for the need of $5 million in match so funds don't lapse. He said the City wants to widen Firestone from 2 to 3 lanes in each direction, install continuous roadway medians, and make traffic signal modifications, including left turn signals and signal synchronization along the corridor. He said he would like to have the TAC consider funding 100% design, or approximately $1.5 million, at the next meeting. He said the City needs to work out other funding issues.

It was the consensus of the TAC to not take any action today on the project funding requests until they are formatted and presented as those previously approved.

Yvette Kirrin said she will have a fact sheet with project criteria emailed to the TAC members.

G. Current I-710 Early Action Project Update

Ernesto Chaves presented the Measure R funding summary for the 710 Early Action Plan projects, including handouts. The first presented was the MTA 6 month cycle of programming funds (July and January). He pointed out the total allocation of $101 million for 10 years, allocated. Uncommitted funds are $24 million. He said approximately $77.2 million
has been committed so far. He said MTA hasn't programmed funds for design of sound walls and construction of sound walls, in this decade. To complete all of them would cost approximately $100 million.

Mr. Chaves said the expenditures are also shown, and only $31 million out of $77.2 million allocated has been spent. He said the TAC is in charge of obligating, changing, or deleting funds. He said there is the potential opportunity to borrow from future years, beyond the 10 years, but the MTA Board will currently only approve what's in the currently available $24 million.

Mr. Chaves reported that a contractor should be on board by the end of the year to do the design of the sound walls. He said Caltrans will start design in July on the Firestone Blvd. south bound I-710 onramp in South Gate.

It was moved by Charlie Honeycutt, seconded by Derek Wieske, to receive and file the report. The motion was approved unanimously.

C. Community Participation Status Report on I-710 Corridor Project

Esmeralda Garcia of MIG provided an update on the local advisory committee meetings in May, as well as the stakeholder briefings. She said the Project Committee will meet in July, and summarized other "look ahead" meetings, including TAC and CAC meetings.

Derek Wieske asked about the briefing with East Yards Communities for Environmental Justice. Ms. Garcia said that East Yards wants to see more work done regarding land use and the freight corridor. She said there were no action items but more dialogue to continue coordination.

It was moved by Theresa Dau-Ngo, seconded by Charlie Honeycutt, to receive and file the report. The motion was approved unanimously.

A. Engineering Report on I-710 Corridor Project RDEIR/SDEIS

B. Environmental Report on I-710 Corridor Project RDEIR/SDEIS

D. Preliminary Traffic Operations Enhancement Strategies for Alternatives 5C and 7

Dave Levinsohn, URS, gave a PowerPoint presentation that summarized the status of the engineering work. He said the team had been developing information requested by the TAC, including traffic and design tweaks to improve mobility. He said they were working with Caltrans and FHWA to
improve geometrics/operations. Additional information regarding traffic was shared.

LOS slides were shown to demonstrate I-710 improvements via alternates 5C and 7 based on 2035 projections. Also shown were four screen lines to show arterial traffic volume reductions, in percentages, on a daily basis, along several lines north of Pacific Coast Highway up to north of Slauson.

Peter Greenwald asked how this generally applies to the freight corridor. Mr. Levinsohn stated that they want to balance the freight corridor with maximizing usage of it without impacting the mainline. The new traffic forecast showed there was a reduction in the use of the freight corridor, so tolls were eliminated to get usage back up, as well as increased accessibility, to demonstrate benefit. He said the freight corridor’s level of service is generally good. Mr. Levinsohn said they are still working to integrate the arterial analysis in with the freight corridor, specifically at the north end, and tie-ins due to the design issues that remain. He said the freight corridor does not go north of I-5 because there is a right-of-way constraint including a public cemetery and homes.

Ernesto Chaves recommended a simulation run through the East Los Angeles area to help see operations versus the general sense via the charts shown today.

Derek Wieske asked if a phased approach could be completed for hot spot areas, based on the traffic operations. Mr. Chaves said Caltrans is supportive of both 5C and 7 and that both alternatives have potential for early action elements to solve specific problems.

Derek Wieske said he would like to know more about the Del Amo area via a focus meeting with Long Beach traffic staff.

It was the consensus of the TAC to receive more information regarding the side by side comparison of the levels of service, in particular what it would take to clear up the level F level of service in Alternative 7. Mr. Levinsohn said Alternative 7 attracts more traffic to the freeway due to additional capacity.

It was the consensus of the TAC to receive and file reports A, B, and D, and to have the consultant team bring back the Alternative 6C constraints analysis map and existing analysis to frame the project better. The aim is to take a final recommendation to the Project Committee in July.
E. Recommendations of Alternatives to be Included for Evaluation in the RDEIR/SDEIS

Dave Levinsohn gave a PowerPoint presentation that included an updated approach to meet the purpose and need relative to logistics and truck patterns consistent with the SCAG 2012 Regional Transportation Plan. He said the range of alternatives needed to include something reasonable and fundable, and had to meet the number one priority of improving air quality and public health. He said Alternative 7 includes most of the build elements of Community Alternative 7, doesn't add general purpose lanes, provides additional access to the freight corridor, includes freeway modernization, eliminates the tolls on the freight corridor, and has phasing capabilities. He said the recommendation is to analyze Alternatives 7 and 5C in the RDEIR/SDEIS, including other multimodal elements such as in the Strategic Transportation Plan as well as financing and delivery mechanisms.

Bill Pagett noted that Alternative 7 should include the incorporated benefits of not impacting the DWP corridor into the Los Angeles River alignment, which is net benefit toward project feasibility. He said it shows a reason why we went away from Alternative 6c, thus lessening impacts.

Derek Wieske said he wanted to understand the differences between Community Alternative 7 and Alternative 7. Mr. Levinsohn said, in terms of physical infrastructure, CA7 called for a public/private partnership for a zero emission freight corridor, elevated and separate, with no additional general purpose lanes. Additionally, CA7 calls for a more significant transit and light rail element investment than the I-710 project is offering, for local and frequency improvements. CA7 also includes a more robust investment in bicycle facilities and active transportation programs. He said the TSM/TDM is similar. CA7 also asked for Los Angeles River investments to restore the river to its natural state and improving recreation and access to river via connections from surrounding communities. CA7 also asked for a jobs training/hiring program to target communities along corridor.

Derek Wieske noted that there are separate efforts by the Los Angeles Flood Control District to improve the river, and asked to get an update from them, as it is relevant to the region and the public input process, and not necessarily a nexus to our project.

Kevin Wilson said he agreed that the project needs to be consistent with adjacent projects. He said the Strategic Transportation Plan, which goes outside of corridor, will address bicycle issues. He said other programs in the region address many issues.
Peter Greenwald distributed a letter which includes a number of proposals to augment Alternatives 5C and 7 and to ensure that the freight corridor is as effective as possible in using zero emission trucks. He said and AQMD staff have had detailed meetings with the project team to ensure that the proposals are workable with Alternative 5C and 7.

Kevin Wilson asked who is going to pay for the power for the freight corridor if the tolls have been removed. Rob McCann, LSA, discussed the power delivery and how it is evaluated. He said the EIR is technology neutral. The alternatives descriptions will describe the various options available, including those included in the Strategic Transportation Plan, at a programmatic level for this document and not preclude any technology.

Peter Greenwald said he is only concerned that a catenary system may not be feasible if the freight corridor is not designed with it in mind. He said he was open to stating "wayside power, with an example being a catenary system".

Art Cervantes said that there is a need to quantify the AQMD comments in a technical way, so we can understand implications of the points. For example, item 1 increases right-of-way impacts. Dave Levinsohn said there has been a lot of screening analysis to support the evaluation and it can be provided to a greater audience than the staff/TAC level via the re-circulated EIR.

Kevin Wilson said Vernon doesn't want to commit to item 1 "modifying" the freight corridor. Peter Greenwald said AQMD supports Alternative 7 but wants the EIR to evaluate options to increase utilization of the freight corridor via additional ingress/egress.

The quorum having been lost at this point, staff took these requests as direction.

F. I-710 Aesthetics Committee Presentation

Richard Powers noted that the Gateway Cities COG wants the aesthetics to be a high priority, and that Caltrans embraced the effort.

Ernesto Chaves provided the PowerPoint presentation of the Corridor Master plan. He presented modern and aquatic themes. He said the Aesthetics Committee went with the modern theme. He presented renderings, including clean lines. He said Commerce had approved the theme last night, and that Long Beach had already approved.
I. COG Engineer’s Report

Yvette Kirrin reported that one of the major focus items currently is the slowing of the Strategic Transportation Plan process in order to meet with all the cities to review the elements of the STP, including intersections and arterials, transit, freeways, active transportation, and goods movement/technologies. She said the STP is a broader 50 year Transportation Plan, and we are not only discussing the overall plan, but following up with the criteria for the use of the Measure R funds for the I-605 Hot Spots and the I-710 Early Action Projects.

Kekoa Anderson discussed the integration of the STP through a PowerPoint presentation. The first slide included the overall GCCOG initiatives schedules. He also touched on the Technology Plan for Goods Movement. He noted it is a more difficult thing to incorporate the Technology Plan into typical EIR/EIS projects requiring Caltrans approvals. He gave an outline for the upcoming Public Works Officers meetings with specialty speakers to get an understanding of various STP efforts.

Richard Powers noted that Jerry Wood had retired, and that Yvette Kirrin and Kekoa Anderson are working on the GCOG initiatives.

In response to a question from Kevin Wilson, Kekoa Anderson said that we are working with the geometrics of the various projects and providing input. This makes sure that the foot prints line up with the STP.

IX. Matters from the I-710 Technical Advisory Committee

There were no matters from the TAC members.

X. Matters from the Chair

There were no matters from the Chair.

XI. Adjournment

The meeting was adjourned at 4:28 p.m.