



Bell Gardens LAC Meeting #3

February 19, 2009

1:00 PM – 2:30 PM

8327 S. Garfield Avenue, Bell Gardens

MEETING SUMMARY

INTRODUCTION

On February 19, 2009, the I-710 Project Team met with the City of Bell Gardens Local Advisory Committee (LAC). In attendance from the Project Team included: Pat McLaughlin (MIG) and Shannon Willits (URS). The purpose of the meeting was to provide updates on Subject Working Group progress, geometric plans, and technical studies completed to date. The committee members' feedback and input were encouraged throughout the meeting.

PROJECT UPDATE

Pat McLaughlin gave an update on work to date and schedule. She noted that Subject Working Groups have been formed and that alternatives have been defined and will be going through the screening process to select alternatives to move forward in the EIR/EIS.

POTENTIAL SUBJECT WORKING GROUP (SWG) APPOINTMENTS

The Committee discussed opportunities to participate in Subject Working Groups. Currently, none of the Bell Gardens committee members serve as representatives. The Committee decided to not appoint representatives at this time but to reconsider if topics of specific interest to committee members were to arise.

GEOMETRICS

Shannon Willits of URS provided an update on the status of geometrics review. Ms. McLaughlin noted that LAC members are invited to submit written comments to the Project Team on geometrics and that these comments are requested by the end of the month. Points, questions, and comments raised by the LAC during the discussion on geometrics included:

On-ramps and off-ramps

- The off ramp at Florence currently appears to merge onto the Casino property. It should be re-designed to not disrupt this property. The geometrics team needs



to look at Slauson and how it might be used as an alternative to handle or balance demand.

- Confirmation was requested that there would be no truck lane off-ramp on Florence. There are no truck off-ramps proposed at Florence.
- Nearest: Imperial/Firestone – exit at Fairfield
- Need to improve enforcement on Garfield near Eastern/Florence, perhaps with a red-light camera
- Is there an on-ramp going north?
 - Yes, and it has the same footprint.
 - Eliminating weave is a positive
- Signals at the southbound and northbound on-ramps help
- What are the plans going east?
 - Specifically, plans are looking at Florence/Eastern, and a few intersections beyond the corridor.
- Does the plan include synchronized lights
 - Yes, but the plan isn't detailed at this point
 - LA County has already implemented this, the team will be re-looking at options and opportunities
- The signal at Lubeck and Eastern is long.

Utility/right-of-way coordination

- What is the impact on DWP Towers?
 - The team is coordinating with the Department of Water and Power and the Army Corps of Engineers
 - The plan is to relocate the towers toward the LA River
 - If this is not possible, the option is to locate the freight corridor over the southbound freeway lanes.
- Elevated lanes—even with soundwalls—would have noise impacts
- When will a decision regarding the river be made with the Army Corps and Edison?
 - Discussions are on-going with Army Corp and DWP and a decision is anticipated before the environmental document will be done in 2012, after which point final design work will be initiated
 - The cost (estimated at \$7 billion) is the most influential element

TECHNICAL STUDIES

Mr. Willits provided the LAC with an overview of the technical studies, including:

- Railroad goods movement study
- Alternative goods movement tech study
- Multi modal review study
- Initial feasibility analysis
- Screening methodology

An LAC member commented that the Slauson off ramp project will be the most help to the community and is the most exciting option.

Railroad Goods Movement Study

Mr. Willits reviewed the Railroad Goods movement study, indicating that the purpose of this study is to assess the capability of the Class 1 Railroad System to handle projected cargo. All scenarios have some form of expansion plans. HE reviewed three port cargo scenarios:

1. High cargo demand forecast, high on dock rail capacity, no new near dock rail facilities
2. High cargo demand forecast, high on dock rail capacity, both ICTF and SCIG constructed/expanded
3. Low cargo demand forecast, low on dock rail capacity, no new near dock rail facilities

He stated that studies have found that freight railroads are nearing capacity in LA Basin, on dock expansion would be likely, and implementation of Scenario 2 will be a great challenge. On dock and near dock expansion still does not meet international and domestic intermodal needs. There is concern with how to address railroad capacity issues as well as how these capacity issues impact other components of goods movement.

The committee asked for clarification about railroad demand assumptions, and whether it would be mandated that cargo go by rail first. There was also a question about location of other freight yards and Mr. Waldron indicated that these were in Commerce, Hobart, and Prunedale.

Alternative Goods Movement Technology Study Overview

Mr. Willits reviewed the Alternative Goods Movement Technology study. He stated that the purpose of the study was to:

- Support EIS evaluation
- Identify potential alignments
- Define attributes of a generalized alternative technology application
- Provide technology neutral definition of requirements

A background was then given on the potential technologies that were being studied followed by the terminal interfaces for each technology.

- Magnetic Levitation
- Exclusive Contract Guide way
- Electric/Battery Powered Trucks

The committee asked whether a technology had been selected for study in the EIR/EIS. Mr. Willits explained that this would not be decided at the stage of the environmental document, but that performance criteria would need to be determined.

There was an additional comment that alternative technology could work if there were the desire to make it work and union wage issues and barriers could be addressed.

Multimodal Review Overview

Mr. Willits briefly discussed the Multimodal review and said that the purpose of this review is to assess the ability of other modes in the I-710 truck corridor to reduce auto and truck traffic on I-710. There were no comments on this study.

OTHER BUSINESS

The committee discussed the need to have a replacement representative named to the Project Committee and determined that this would be done in consultation with City staff.

NEXT STEPS

Ms. McLaughlin stated that the Project Team would follow up with the committee in the near future and encouraged the members to contact them with any questions or input that may occur before that time.

She also announced that the CAC will be meeting on March 19 at 6 p.m. at Progress Park in Paramount. The LAC was invited to participate.

The meeting concluded at 2:30 PM.