



Vernon LAC Meeting #1

May 15, 2008

Noon – 1:15 PM

Maywood City Hall

MEETING SUMMARY

INTRODUCTION

On Thursday, May 15, 2008, the I-710 project team met with the Vernon Chamber of Commerce to make a presentation on the I-710 EIR/EIS Corridor Project. It is anticipated that a subcommittee of the Chamber will serve as Vernon's LAC for the project. The purpose of the presentation was to provide a Project Overview and Update to the LAC regarding the EIR/EIS Corridor Project, to discuss desired outcomes and expectations of the LAC and to introduce the project team as well as the community participation framework. The presentation was made to approximately 15 members of the Vernon Chamber of Commerce. Kevin Wilson the City of Vernon's Director of Public Works gave a brief history of Vernon's participation in the process highlighting the importance of the Atlantic/Bandini interchange. He then turned to the President of the Chamber, Philip T. Attalla, to introduce the project team to the meeting attendees.

Members of the I-710 project team present at the meeting were, Roy Choi, Metro Project Manager, Devon Cichoski, Metro Constituent Program Manager, Jerry Wood representing the Gateway Cities Council of Governments, Jack Waldron, URS Project Manager and Becky Draper of MIG.

Ms. Cichoski opened the presentation by reviewing the meeting objectives and providing a project overview including background on the Major Corridor Study and progress since the Tier 2 Report. Ms Draper followed with an overview of the community participation framework and the role and charge of the LACs in addition to outlining the other opportunities for community participation throughout the project. Emphasis was placed on the custom-tailored approach to community participation that is embedded in the project. Mr. Wood followed the community participation portion of the presentation with a review of the Locally Preferred Strategy concentrating on areas of proximity and particular interest to the City of Vernon. He discussed the Atlantic/Bandini interchange as well as a new Slauson Ave. exit. In addition Mr. Wood stressed that analysis of alternative technologies is a unique aspect of this EIR/EIS process.

Following the presentation members of the Chamber were asked for any questions. The questions are summarized below:

- What is the impact on North/South traffic by closing the Washington Ave. exit (this exit would be closed under the Locally Preferred Strategy)? Jerry Wood responded that the the new Slauson Ave. interchange will help compensate if the Washington Blvd. interchange is closed and that the new access to the rail yards is also important as well.
- What about connections to the 5 Freeway? Jerry Wood responded that the missing connectors were studied as part of the I-5/I-710 mini-study and determined to not be warranted and were also opposed by Commerce and East LA. The proposed Slauson Ave. interchange is also intended to address the connections between the I-5 and I-710 freeways.
- Isn't this a "bandaid" approach? What about population growth? Jerry answered that adding mixed-lanes (general purpose lanes) will provide the capacity required for population growth.
- What about double-decking? Jerry Wood responded that double decking was opposed by most of the communities and they wanted any truck lanes to be at-grade as much as possible.
- What funding is in place? Jerry Wood responded that the GCCOG has been working with Congresswoman Roybal-Allard's office, at the Federal level, and the City of Vernon, at the local level, to come up with the funding required to begin making some of the highest priority improvements (i.e., Atlantic/Bandini Interchange).
- Will truck lanes be limited access? Jerry Wood answered that the question is still being studied but that most likely they would be limited access
- Could trucks be restricted from travelling from the 110 to I-710? Jerry Wood answered that this would not happen. He suggested that the solution was to build something more attractive for these trucks to use.
- What about the fact that the destination for some of the freight is the Inland Empire? Jerry responded that the problem is regional and said that the GCCOG and the San Gabriel Valley COG are looking at it together.
- Will containers at the rail yard increase? Jerry responded that they will not. He added that the rail yards are at capacity and would have to increase their size to accommodate an increase in containers.
- Couldn't rail yards ask for property? Jerry responded that they could. He wasn't sure of their mitigation practices. Kevin Wilson added that the railroads have historically negotiated with property owners.
- Can railroads handle increases in containers? Jerry Wood responded that the EIR/EIS includes an analysis of the capacity of the railroad system for the region and that will be factored into any solutions and shared with the communities. He also stated that the number of containers arriving at the rail yard is not likely to increase significantly but that the arrival method may.

Following the question and answer period Kevin Wilson provided comments on the project. He made the following points:

- Don't underestimate the influence of the LACs
- Clean Air Action Plan at the ports came out of Community Participation
- Slauson Ave. interchange is mandatory to Vernon and this position is very important to have represented at the Corridor Advisory Committee

CONCLUSION

Ms. Draper concluded by saying that she would follow up with Marisa Olguin, Executive Director of the Vernon Chamber of Commerce to determine next steps with the group and appointments to the LAC. In addition she said that she would follow up with electronic copies of the handouts provided at the meeting.

The meeting concluded at 1:15 PM.