

APPENDIX B

I-170 Oversight Policy Committee Membership, Meeting Agendas, Meeting Minutes

I-710 Oversight Policy Committee Membership

Councilmember Hector De La Torre, Chair, and
Mayor Xochilt Ruvalcaba, **City of South Gate**
Councilmember Frank Colonna, Co-Chair, **City of Long Beach**
Mayor Pro Tem Richardo Sanchez and
Councilmember Fernando Pedroza **City of Lynwood**
Mayor Samuel Peña, Co-Chair, **City of Maywood**
Councilmember George Cole, **City of Bell**
Councilmember Daniel Crespo, **City of Bell Gardens**
Mayor Hugo Argumedo and Councilmember Nancy Ramos, **City of Commerce**
Councilmember Issador Hall III and Councilmember Amen Rahh, **City of Compton**
Mayor Frank Gurule, **City of Cudahy**
Councilmember Keith McCarthy, **City of Downey**
Mayor Pro Tem Jessica Maes, Mayor Juan Noguez,
and Councilmember Ric Loya, **City of Huntington Park**
Councilmember Gene Daniels, **City of Paramount**
Councilmember William Davis, **City of Vernon**
County Supervisor Gloria Molina, **County of Los Angeles**
Mayor James Dear, **City of Carson**
Mr. Steve Novotny and Mr. Sharas Bangalore, **Caltrans**
Mr. Ray Maekawa, **MTA**
Commissioner Thomas Warren, and Mr. Michael Chang, **Port of Los Angeles**
Commissioner Mario Cordero, and
Commissioner John R. Calhoun, **Port of Long Beach**
Mr. Zahi Faranesh, Mr. Alan Bowser
and Mr. Hasan Ikhata, **SCAG**

I-170 Oversight Policy Committee Meeting Agendas and Minutes

I-710 OVERSIGHT POLICY COMMITTEE MEETING

Thursday, May 24, 2001

6:00 p. m. Buffet

6:30 p. m. Meeting

Progress Park Plaza

(Map attached)

15500 Downey Avenue

Paramount, California

AGENDA

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- 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. PLEDGE OF ALLEGIANCE

III. ROLL CALL

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

V. PUBLIC COMMENTS

VI. CONSENT CALENDAR

- A. Approval of the Minutes of September 13, 2000, and February 28, 2001

VII. REPORTS

- A. Report from Consensus Planning Group on the Public Outreach Plan
 - 1. Summary of Stakeholder Interviews and Discussion
 - 2. Preview of Informal VA Roundtables
- B. Recommendation to Proceed with the PEAR Version of the Environmental Process

VIII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE

IX. MATTERS FROM STAFF

X. ADJOURNMENT

NOTICE: New items will not be considered after 9:00 p.m. unless the I-710 Oversight Policy Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Oversight Policy Committee meeting scheduled for (not determined).

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.

VII. REPORTS
Item A
Public Outreach Plan

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Bateman Hall
11331 Ernestine Avenue
Lynwood, CA**

September 13, 2000

Chair De La Torre called the meeting to order at 6:30 p.m.

COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Frank Colonna, Long Beach; Co-Chair Ricardo Sanchez, Lynwood; Hugo Argumedo, Commerce; Keith McCarthy, Downey; Gene Daniels, Paramount; John R. Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Ray Maekawa, MTA; Zahi Faranesh, SCAG.

COMMITTEE MEMBERS ABSENT: Co-Chair Margarita Ruvalcaba, Maywood; George Cole, Bell; Pedro Aceituno, Bell Gardens; Marcine Shaw, Compton; Tom Jackson, Huntington Park; William Davis, Vernon.

ALSO PRESENT: Cudahy Vice Mayor Frank Gurule; South Gate Vice Mayor Bill De Witt; Gilbert Canizales, representing State Senator Betty Karnette; Helene Ansel, representing Assemblyman Alan Lowenthal; Bell City Engineer Carlos Alvarado; Commerce Administrative Analyst Fernando Mendoza; Cudahy City Clerk Larry Galvan; Joan Wood, MTA; Karin Hodin, MTA; Al Bowser, SCAG; GWCCOG Executive Director Richard Powers; GWCCOG General Counsel Robert Messinger; Don Camph, GWCCOG staff; Jack Joseph, GWCCOG staff; Vickey Gurule.

Roll was taken through self-introductions.

South Gate Vice Mayor Bill De Witt led the pledge of allegiance.

There were no amendments to the agenda.

Chair De La Torre introduced representatives from the offices of Senator Betty Karnette and Assemblymembers Alan Lowenthal and Bob Pacheco.

Co-Chair Sanchez expressed a welcome to the City of Lynwood and stated that the I-710 project was going somewhere now.

Co-Chair Colonna said that a historic vote will take place tonight finally bringing the I-710 Freeway into the 21st century.

South Gate Vice Mayor De Witt said that he had spent three and a half hours the previous week with the Highway Patrol examining the I-710 Freeway and saw a need for additional parking on the side of the freeway so that traffic is not impeded on the remaining lanes when there is an accident or automobile breakdown. He said there was a need for an area to park big rig trucks.

Chair De La Torre presented an overview of what the major corridor study will hope to attain. He said that recommendations for specific projects will not have to wait for completion of the entire study.

After discussion among the Committee members regarding participation by members of the Board of Supervisors, it was moved by Member McCarthy, seconded by Co-Chair Sanchez, to ask the COG's MTA representative to converse with the Board members to determine their desire with regard to participation with the Committee. Motion was approved unanimously.

The Executive Director presented a report outlining the milestones leading to the initiation of the Major Corridor Study. He said that credit had to be given to the entire State legislative delegation of the COG for achieving State funding for the study. It was moved by Member McCarthy, seconded by Member Daniels, to receive and file the report. Motion was approved unanimously.

The Executive Director presented a report summarizing the roles and responsibilities of the I-710 Oversight Policy Committee. It was moved by Member McCarthy, seconded by Co-Chair Sanchez, to receive and file the report. Motion was approved unanimously.

COG Transportation Advisor Don Camph presented a Policy Paper on the project goals, objectives, and strategies, as well as key issues to be addressed. It was moved by Member Daniels, seconded by Member McCarthy, to adopt the Policy Paper. Motion was approved unanimously.

Member Maekawa introduced Joan Wood as MTA's I-710 Project Manager. Ms. Wood presented a report outlining the MTA's consultant selection process. After responding to questions from the Committee regarding the scope of the project, she recommended that the Committee authorize continued negotiation with the highest ranking consultant, Parsons Brinckerhoff, and to proceed to execute a contract within the budgeted amount. It was moved by Co-Chair Colonna, seconded by Member Daniels, to approve the recommendation of the MTA Project Manager. Motion was approved unanimously.

Member McCarthy asked what elements of public and media relations will be needed as part of the Major Corridor Study. Ms. Wood responded that public outreach will be done by the consultant as part of the project.

There being no further business, the Chair announced that the next meeting of the Committee would take place after the consultant selection and contract execution process had taken place.

Adjournment: The meeting was adjourned by consensus at 7:54 p.m.

Respectfully submitted,

Richard Powers, Secretary

**MINUTES OF THE
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

May 24, 2001

Chair De La Torre called the meeting to order at 6:45 p.m.

COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Ricardo Sanchez, Lynwood; Co-Chair Samuel Pena, Maywood; George Francis Bass, Bell; Marcine Shaw, Compton; Keith McCarthy, Downey; Jessica Maes, Huntington Park; Steve Novotny, Caltrans; Joan G. Wood, MTA; Zahi Faranesh, SCAG.

COMMITTEE MEMBERS ABSENT: Co-Chair Frank Colonna, Long Beach; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Gene Daniels, Paramount; William Davis, Vernon; John R. Calhoun, Port of Long Beach.

ALSO PRESENT: Commerce Administrative Analyst Fernando Mendoza; Long Beach Acting Manager of Traffic and Transportation Sumire Gant; Vernon Director of Community Services Kevin Wilson; Port of Long Beach Manager of Transportation Planning Kerry Cartwright; MTA Project Administrator Karin Hodin; Linda Taira, Caltrans Corridor Studies; GWCCOG Executive Director Richard Powers; GWCCOG General Counsel Robert Messinger; Jack Joseph, GWCCOG staff; Dave Levinsohn, Project Manager, Parsons Brinckerhoff, Quade and Douglas; Donna McCormick, Environmental Planner, Parsons, Brinckerhoff, Quade and Douglas; Alisa Kwun and Juliette Cagigas, Consensus Planning Group.

Member Bass led the pledge of allegiance.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

It was moved by Member McCarthy, seconded by Member Shaw, to approve the minutes of the meetings of September 13, 2000, and February 28, 2001. The motion was approved unanimously.

Minutes of the I-710 Oversight Policy Committee

May 24, 2001

Page 2 of 2

Alisa Kwun of Consensus Planning Group presented a report on the I-710 Public Outreach Plan. She summarized the interviews with stakeholders and listed the issues most frequently raised. Stakeholders cited the need to alleviate truck traffic for safety purposes, the desire for a transition from the right side of the I-710 to the northbound I-5, the need for an off-ramp at Slauson Avenue, and the lack of landscaping and general aesthetics on the freeway. She announced a series of public workshops to be held in the cities of Commerce, Lynwood, and Long Beach in the month of June.

Joan Wood presented her recommendation that the OPC proceed with a Preliminary Environmental Analysis Report (PEAR), as opposed to a Tier 1 environmental review process. She explained that a Tier 1 process would have been the preferred method if the dollars were to be available for right-of-way acquisition immediately at the completion of the study. Since that is not the case, and since a Tier 1 process would involve the Federal Highway Administration to a much higher degree, the PEAR alternative would save seven or eight months in the environmental review process. She said the PEAR process does not have to meet the requirements of CEQA or NEPA. The resultant cost savings could be used to develop project study reports for specified improvements. The EIR/EIS would be sufficient to acquire right-of-way, but not be begin construction. She said the additional environmental review that would be required before construction could be done at a later time without delaying the overall project.

It was moved by Member McCarthy, seconded by Member Shaw, to approve the recommendation to proceed with a PEAR environmental review process. The motion was approved unanimously.

Steve Novotny presented a report on the I-710 maintenance projects currently being undertaken or planned by Caltrans. He announced a website that could be accessed to obtain freeway accident information, that being www.chp.ca.gov.

After discussion with the project consultants as to the schedule for the next decision points, it was the consensus of the Oversight Policy Committee to meet again on August 23, and September 20.

The meeting was adjourned by consensus at 8:41 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

Tuesday, October 30, 2001

6:00 p. m. Buffet

6:30 p. m. Meeting

Progress Park Plaza

(Map attached)

15500 Downey Avenue

Paramount, California

AGENDA

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

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

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

V. PUBLIC COMMENTS

VI. CONSENT CALENDAR

- A. Approval of the Minutes of May 24, 2001

VII. REPORTS

- A. Project Overview Report from Project Consultant
- B. Report from Project Consultant on the Existing and Future Baseline Conditions in the I-710 Corridor
 - 1. Demographics
 - 2. Engineering/Operational Deficiencies
 - 3. Safety Issues
 - 4. Transit Considerations
 - 5. Environmental Factors
- C. Report from Project Consultant on Public Input to Date
- D. Determination of Dates for Upcoming OPC Meetings

VIII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE

IX. MATTERS FROM STAFF

X. ADJOURNMENT

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**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
I-710 OVERSIGHT POLICY COMMITTEE**

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Paramount, CA**

May 24, 2001

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COMMITTEE MEMBERS ABSENT: Co-Chair Frank Colonna, Long Beach; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Gene Daniels, Paramount; William Davis, Vernon; John R. Calhoun, Port of Long Beach.

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Member Bass led the pledge of allegiance.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

It was moved by Member McCarthy, seconded by Member Shaw, to approve the minutes of

the meetings of September 13, 2000, and February 28, 2001. The motion was approved unanimously.

Alisa Kwun of Consensus Planning Group presented a report on the I-710 Public Outreach Plan. She summarized the interviews with stakeholders and listed the issues most frequently raised. Stakeholders cited the need to alleviate truck traffic for safety purposes, the desire for a transition from the right side of the I-710 to the northbound I-5, the need for an off-ramp at Slauson Avenue, and the lack of landscaping and general aesthetics on the freeway. She announced a series of public workshops to be held in the cities of Commerce, Lynwood, and Long Beach in the month of June.

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It was moved by Member McCarthy, seconded by Member Shaw, to approve the recommendation to proceed with a PEAR environmental review process. The motion was approved unanimously.

Steve Novotny presented a report on the I-710 maintenance projects currently being undertaken or planned by Caltrans. He announced a web site that could be accessed to obtain freeway accident information, that being www.chp.ca.gov.

After discussion with the project consultants as to the schedule for the next decision points, it was the consensus of the Oversight Policy Committee to meet again on August 23 and September 20.

The meeting was adjourned by consensus at 8:41 p.m.

Respectfully submitted,

Richard Powers, Secretary

I-710 OVERSIGHT POLICY COMMITTEE MEETING

Thursday, December 13, 2001

6:00 p. m. Buffet

6:30 p. m. Meeting

Progress Park Plaza

(Map attached)

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AGENDA

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I-710 Oversight Policy Committee

December 13, 2001

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V. PUBLIC COMMENTS

VI. CONSENT CALENDAR

- A. Approval of the Minutes of May 24, 2001

VII. REPORTS

- A. I-710 Study Update Project (Dave Levinsohn, Parsons Brinckerhoff)
- B. Travel Demand and Traffic Forecasts (Paul Taylor, Kaku Associates)
- C. Report on Goods Movement (Mike Fischer, Cambridge Systematics)
- D. Purpose and Need Recommendation (Bill Pagett, Chair, I-710 TAC)
- E. Discussion/Approval of Purpose and Need (Hector De La Torre, Chair, I-710 OPC)
- F. I-710 Study—Next Steps (Dave Levinsohn, Parsons Brinckerhoff)
- G. Report on the Alameda Corridor Experience and How It Relates to the I-710 Major Corridor Study (Gill V. Hicks, Former Executive Director, Alameda Corridor Authority)
 - 1. Overview of the Alameda Corridor Project
 - 2. Discussion of Best Practices that May Be Applicable to the I-710 Major Corridor Study

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Member Bass led the pledge of allegiance.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

It was moved by Member McCarthy, seconded by Member Shaw, to approve the minutes of

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After discussion with the project consultants as to the schedule for the next decision points, it was the consensus of the Oversight Policy Committee to meet again on August 23 and September 20.

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I-710 OVERSIGHT POLICY COMMITTEE**

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COMMITTEE MEMBERS ABSENT: Co-Chair Frank Colonna, Long Beach; George Cole, Bell; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Eric Perrodin, Compton; Frank Gurule, Cudahy; Arturo Reyes, Lynwood; William Davis, Vernon.

ALSO PRESENT: Assistant City Manager Jerry Miller, Long Beach; Administrative Analyst Fernando Mendoza, Commerce; Dick Powers, GCCOG; Jack Joseph, GCCOG; Karin Hodin, MTA; Dave Levinsohn, PBQD; Mike Fischer, CSI; Paul Taylor, KAKU; Julie Rush, PBQD; J.D. Douglas, PBQD; Gill Hicks, Former Executive Director, Alameda Corridor Transportation Authority.

Member Daniels led the pledge of allegiance.

Roll was taken through self-introductions.

The agenda was amended by consensus to take the "Report on the Alameda Corridor Experience" as the first item of business.

There were no public comments.

Consent Calendar:

It was moved by Member McCarthy, seconded by Member Daniels, to approve the minutes of the meeting of May 24, 2001. The motion was approved unanimously.

Reports:

Minutes of the I-710 Oversight Policy Committee

December 13, 2001

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- G. Report on the Alameda Corridor Experience (Gill V. Hicks, Former Executive Director, Alameda Corridor Transportation Authority)

Mr. Hicks presented a report on the Alameda Corridor, focusing on lessons learned and how they might apply to the I-710 Corridor Study, which is currently under way. Mr. Hicks summarized the physical elements of the Alameda Corridor Project, major benefits, and its organizational structure. The participation of the ports and the railroads were also mentioned. The funding structure of the Alameda Corridor Transportation Authority (ACTA), legislative efforts, and steps taken to issue revenue bonds for project construction were described in detail. Mr. Hicks noted that ACTA employed a design-build approach for some of the key construction elements of the Alameda Corridor. The applicability of some of these funding strategies to proposed transportation improvements on I-710, including the need to clearly demonstrate project benefits at the federal level, were discussed.

- A. I-710 Study Update (Dave Levinsohn, Parsons Brinckerhoff)

The OPC last met on October 30, 2001, where the technical team presented information on design deficiencies; demographics; environmental considerations; transit issues; safety; and public input. At tonight's meeting, items such traffic, trucks, and goods movement will be covered. The technical information on existing and future conditions in the I-710 Corridor provides the baseline needed to establish the purpose and need for transportation improvements, along with community input.

- B. Travel Demand and Traffic Forecasts (Paul Taylor, Kaku Associates)

Paul Taylor presented the transportation system performance information for the I-710 Study area, including: travel time results; traffic forecasts for both autos and trucks; traffic growth; levels of service (LOS); congestion/travel delay; and transit mode share. The transportation data comes from model outputs from MTA's long range planning efforts, heavy duty truck forecasts by SCAG, and truck estimates from the Port of Long Beach's Transportation Master Plan. Existing conditions were compared to future travel conditions. Traffic congestion in the I-710 Study Area is already a problem and is projected to get worse by 2025. According to future year estimates, levels of service on I-710 during the peak hours will be poor (LOS F) in both directions along much of the freeway. The consultant will provide the OPC members with a table that explains the LOS classification system.

- C. Report on Goods Movement (Mike Fischer, Cambridge Systematics)

Minutes of the I-710 Oversight Policy Committee

December 13, 2001

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Mike Fischer provided an overview of the goods movement issues in the I-710 Study Area. The role that freight plays in the economic profile of the region; major intermodal travel movements and trip patterns in the I-710 Study Area; mode share; and the importance of transportation system performance in the supply chain were discussed. A critical element in goods movement is on-dock rail, the Alameda Corridor, and its ability to offset truck trips in the future. Mr. Fischer explained that on-dock rail will carry an increasing share of future freight trips, however, it will not be enough to keep up with the substantial amount of container growth predicted for the future. The costs of congestion and trip unreliability attributable to poor transportation system performance affect three major portions of the region's economy: (1) trucking, (2) manufacturing/national distribution, and (3) wholesale/local distribution. Mike presented a case study that demonstrated how poor travel times, congestion, and the unpredictability of incidents on I-710 negatively impacts goods movement in the corridor.

D. Purpose and Need Recommendation (Dave Levinsohn, Parsons Brinckerhoff)

Dave Levinsohn reviewed in detail the eleven problem statements and related study goals and objectives that comprise the recommended Purpose and Need Statement for the I-710. The Purpose and Need (P&N) Statement is drawn from both the technical analysis produced by the study team and public input that has been received to date.

A draft of the P&N Statement was faxed to the OPC members on December 6, 2001. The I-710 Technical Advisory Committee (TAC) met on December 12, 2001 to discuss and revise the draft P&N Statement. The majority of the revisions requested by the TAC relate to small word changes or the insertion of preferred wording. In a few cases, additional study objectives were added to the draft P&N Statement. The study team then prepared a revised draft of the P&N Statement that responded to the changes requested by the TAC on December 12, 2001. The revised P&N Statement is included in the handouts for this evening's OPC meeting. Text revision marks on the handout clearly indicate the word changes recommended by the TAC.

Once adopted by the OPC, the Purpose and Need Statement serves as the framework for alternatives development and evaluation.

E. Discussion/Approval of Purpose and Need (Hector De La Torre, OPC Chair)

The need to expand the problem statement on transit to include the discretionary transit rider in addition to those riders who are reliant on transit was discussed. The purpose of this would be to encourage more people to use transit.

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At the conclusion of the discussion, it was moved by Member McCarthy, seconded by Member Daniels, to approve the I-710 Purpose and Need Statement with the amendment of the addition of the transit problem statement.

F. I-710 Study – Next Steps (Dave Levinsohn, Parsons Brinckerhoff)

Within the next week, the study team will mail out a copy of all of the slides used in this evening's presentation for distribution to the OPC members along with the final Purpose and Need Statement as approved by the OPC. The next time the OPC meets, which is expected to occur sometime in late winter/early spring, will be to review and approve an initial set of transportation alternatives.

There were no additional matters from the Oversight Policy Committee members.

There were no matters from staff.

The meeting was adjourned by consensus at 8:15 p.m.

**MINUTES OF THE MEETING OF THE
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

June 27, 2002

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Pena, Maywood; Daniel Crespo, Bell Gardens; Keith McCarthy, Downey; Arturo Reyes, Lynwood; Gene Daniels, Paramount; Xochilt Ruvalcaba, South Gate; John Calhoun, Port of Long Beach; Sharas Bangalore, Caltrans; Raymond Maekawa, MTA; Barry Samston, SCAG;

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Hugo Argumedo, Commerce; Melanie Andrews, Compton; Frank Gurule, Cudahy; Jessica Maes, Huntington Park; William Davis, Vernon.

ALSO PRESENT: Helene Ansel, Office of Assembly Member Alan Lowenthal; Sharon Weissman, Office of Assembly Member Jenny Oropeza; Hector de la Torre, Councilmember, City of South Gate; Jeannine Critie, Office of Long Beach Councilmember Frank Colonna; William Pagett, I-710 TAC Chairman and City Engineer of Bell Gardens, Cudahy, Maywood, and Paramount; Gerald Miller, Long Beach Assistant City Manager and Gateway Cities City Manager Representative to the OPC; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Don Camph, GCCOG Transportation Advisor; Joan Wood, MTA I-710 Major Corridor Study Project Manager; Karin Hodin, MTA I-710 Project Coordinator; Cathy Manzo, MTA; Fernando Mendoza, City of Commerce Administrative Analyst; Carlos Alvarado, City of Bell City Engineer; Kerry Cartwright, Port of Long Beach; Paul De Paola, California Highway Patrol; John Ziegler, Automobile Club of Southern California; Kanya Dorland, Port of Los Angeles; Victor Rollinger, City of Carson Director of Public Works; Woodrow Natsuhara, City of Vernon City Engineer; Mohammad Mostahkami, City of South Gate Engineering Manager; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Julie Rush, PBQD; Sylvia Novoa, Consensus Planning Group; Karen Hedlund, Nossaman Guthner Knox and Elliott.

I. Call to Order

Co- Chair Samuel Pena called the meeting of the I-710 Oversight Policy Committee to order at 6:43 p.m.

II. Pledge of Allegiance

Member Ruvalcaba led the pledge of allegiance.

III. Roll Call

Roll was taken through self-introductions.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Election of Chair

Co-Chair Pena announced that the departure of Chairman Hector De La Torre from the Oversight Policy Committee created the need to elect a new chair or co-chairs of the OPC. Member Ruvalcaba nominated Samuel Pena and Frank Colonna to serve as Co-Chairs of the I-710 Oversight Policy Committee. There were no other nominations. It was moved by Co-Chair Pena, seconded by Member Ruvalcaba, to elect Members Pena and Colonna as Co-Chairs of the Oversight Policy Committee. The motion was approved unanimously.

VI. Public Comments

There were no public comments at this time. GCCOG Executive Director Richard Powers explained that both the City of Carson and the Port of Los Angeles had indicated a desire to join the I-710 Oversight Policy Committee. He said that the details are still being worked out, but that representatives from these two jurisdictions were present and would make comments after the presentations. No one else wished to speak.

VII. Consent Calendar

The approval of minutes for the I-710 OPC meeting of February 28, 2002 and the Joint I-710 OPC/I-710 TAC Meeting of April 10, 2002 was deferred to the next OPC meeting.

VIII. Communications

A. It was moved by Member Daniels, seconded by Co-Chair Colonna, to receive and file the letter of June 11, 2002 from Senator Betty Karnette. The motion was approved unanimously.
Member Ruvalcaba left the meeting at 7:07 p.m.

IX. Reports

A. Project Status Report

David Levinsohn of PBQD presented an update of the status of the I-710 Major Corridor Study. He reminded the OPC that three prior study milestones had been completed:

- Project Initiation/Scoping completed in June 2001
- Approval of Purpose and Need completed in December 2001
- Approval of the Initial Set of Alternatives completed in February 2002.

Mr. Levinsohn said that at this meeting the study team is requesting OPC approval of the Final Set of Alternatives, another study milestone. The proposed Final Set is comprised of five alternatives: one No Build, one TSM/TDM and three build alternatives.

B. Overview of the Initial Set of 12 Alternatives

Mr. Levinsohn presented an overview of the approved Initial Set of 12 alternatives, which had been subjected to the technical screening process and public review and comment. He reminded the OPC that the Initial Set were based upon the adopted Purpose and Need Statement, which consists of 11 problem statements, however the top three interrelated problems are: high and increasing volumes of heavy duty trucks; traffic safety; and lack of roadway capacity. The Initial Set of 12 alternatives was developed through a series of workshops to address the Purpose and Need Statement and was approved by both the TAC and OPC in February 2002. They are comprised of one No Build alternative, one TSM/TDM alternative, and 10 build alternatives. The build alternatives are grouped into low, medium and high categories which reflect the relative levels of benefit, impact and cost.

Mr. Levinsohn briefly reviewed each of the Initial Set of Alternatives, showing a slide for each which indicates their principal purpose and a map of their major elements and features. The Initial Set is comprised of:

- Alternative 1 – No Build Alternative
- Alternative 2 – Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative
- Alternative 3 – Low General Purpose Alternative

- Alternative 4 – Low Truck Alternative
- Alternative 5 – Medium HOV Alternative
- Alternative 6 – Medium General Purpose Alternative
- Alternative 7 – Medium Truck Alternative
- Alternative 8 – High General Purpose Alternative
- Alternative 9 – High Truck Alternative
- Alternative 10 – High Goods Movement Alternative
- Alternative 11 – High HOV Alternative
- Alternative 12 – High Rail Alternative

C. Technical Screening

Mr. Levinsohn presented the findings from the technical screening of the alternatives. He pointed out that the purpose of screening is to produce evaluative information needed to narrow the range of alternatives, that screening represents a preliminary round of analysis, and that it identifies the key trade-offs among the alternatives. Along with public input, it provides the framework for identifying the Final Set of Alternatives. The screening process provides technical information addressing the benefits, costs and impacts of the alternatives, focusing on evaluation criteria that clearly distinguish among the alternatives or specific features of the alternatives.

Mr. Levinsohn then began to present the specific technical screening results, starting with mobility benefits. The mobility benefits analyzed include volume/capacity ratio, reduction in peak period delay, reduction in non-recurrent delay, and reduction in estimated accidents.

The first graph illustrated the I-710 Average Volume/Capacity Ratio forecast for the a.m. peak period in the southbound direction in the year 2025. Alternative 1, the future No Build, is forecast to have a V/C ratio over 1.2, which means that traffic demand exceeds the capacity of the freeway by over 20 percent. Among the alternatives, only alternatives 6, 8, 9, and 10 were forecast to reduce the V/C ratio below 1.0, with alternative 9 forecast to generate the lowest (best) value.

The second mobility measure presented was the Reduction in Peak Period Delay. This was the forecast change in the annual hours of traffic delay compared to the No Build alternative in the year 2025 for the I-710 southbound direction in the am peak period. All of the alternatives are forecast to reduce delay compared to the No Build, with delay reductions ranging from approximately 1,000,000 annual hours for Alternative 2 to almost 2,500,000 annual hours for Alternative 10. The alternatives with the largest reductions in delay are alternatives 8, 9, and 10.

The third mobility measure presented was the Reduction in Non-Recurrent Delay. Non-recurrent delay is the estimated time motorists are stuck in traffic congestion caused by accidents and other traffic disruptive incidents along the I-710. Again the measure is the estimated reduction in annual hours of delay compared to the No Build alternative in the year 2025. All alternatives were estimated to reduce annual hours of non-recurrent delay, with the values ranging between 12,000 hours for Alternative 2 and 77,000 hours for Alternative 8. The four "best" alternatives on this measure are Alternatives 6, 8, 9, and 10.

Mr. Levinsohn then presented the estimated Reduction in Annual Accidents on I-710 compared to the future No Build alternative. All alternatives were forecast to reduce accidents compared to the No Build, with values ranging from slightly over 200 fewer accidents per year in Alternative 2 to over 650 fewer accidents per year in Alternative 8. The alternatives with the greatest estimated reduction in accidents are 8, 10, 9 and 6.

The next evaluation measure presented by Mr. Levinsohn was the estimated land use impacts of the alternatives. These were based upon sketch plan designs of the build alternatives and measure the additional land that would be needed outside of existing Caltrans right of way to construct each alternative. The impacts are presented in acres by seven land use categories:

- Commercial/Industrial
- Residential
- Power or Utility Corridor
- Railroad
- Undevelopable Parcels
- Water/Los Angeles River Channel
- Section 4(f) or Similarly Protected Property

Mr. Levinsohn then showed a bar chart with the estimated land use impacts of each build alternative in total acres and by the land use categories above. Total impacts range from less than 25 acres for Alternative 3 to almost 350 acres for Alternative 7. The four alternatives with the largest amount of right of way impacts are 7, 10, 8 and 9. The lowest are alternatives 3, 4, 5 and 12.

Finally, Mr. Levinsohn presented the capital cost estimates for the ten build alternatives. The cost estimates included both construction and right of way costs. Total cost estimates, in year 2002 dollars, range from \$500 million for Alternative 4 to over \$3.5 billion for Alternative 12. The highest cost alternatives are 10, 11, and 12.

D. Public Input

Sylvia Novoa, Consensus Planning Group, presented the summary of public input during alternatives screening, from April through June 2002. She noted that the study team had heard from eighteen community groups throughout the I-710 Study Area. In addition the team had received feedback from over a dozen stakeholder groups comprised of agencies, freight interests, trucking businesses and associations. The team also conducted 13 elected official briefings at all levels of government and hosted roundtable discussions with employers, community groups, agencies and elected officials/city staff.

Ms. Novoa summarized that the major theme from the public was that design elements that separate cars and trucks should be selected. More specifically, she reported that the public input on the most preferred elements of the alternatives is:

- Truck Inspection Facility (south of I-405) – Alt. 4
- Slauson Interchange – Alts. 6, 8
- Interchange improvements (particularly I-405, I-5)
- Extension of Terminal Island Freeway – Alt. 10
- Addition of Connector at SR-47/Alameda – Alt. 10
- Arterial Improvements – Alt. 3
- Change in Port schedules – Alt. 2

Ms. Novoa reported that the least preferred elements of the alternatives include:

- HOV Lanes – Alts. 5, 11
- Rail Alternative – Alt. 12
- Right-Of-Way Acquisitions
- Tolls – Alts. 9, 10
- Trucks on Elevated Facility – Alt. 9

E. I-710 TAC Recommendation for the Final Set of 5 Alternatives

William Pagett, Chair of the I-710 Technical Advisory Committee, requested that Mr. Levinsohn present the TAC recommendation of the Final Set to the OPC.

Mr. Levinsohn noted that the alternatives have been labeled A – E so as not to confuse their labels with the Initial Set. Alternative A is the No Build Alternative and is identical to Alternative 1 from the Initial Set. It includes transportation facilities and services expected to be in place by the year 2025. Alternative B is the Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative, and is identical to Alternative 2 of the Initial Set. There are three build alternatives: C, D, and E.

Alternative C, the Medium General Purpose/Medium Truck Alternative, is similar in design concept and scope to Alternative 6 of the Initial Set. It also includes design features from the following initial alternatives:

- Arterials = Alt. 3
- Truck Inspection Facility = Alt. 4
- Truck Bypass Lanes, Truck Ramps = Alt. 7
- Terminal Island Freeway Extension = Alt. 10

Its purpose is to improve safety and eliminate bottlenecks for all types of traffic and improve safety and manage the flow of heavy duty trucks.

Alternative D, the High General Purpose/High HOV Alternative, is similar in design concept and scope to Alternative 8 plus Alternative 11 of the Initial Set. It also includes design features from Alternative 10, specifically arterial improvements and the connector between the Terminal Island Freeway and Alameda Street. Its purpose is to improve safety and add capacity to address high traffic volumes along all of I-710 and to improve travel time and attractiveness of carpools to increase the person-carrying capacity of the transportation system.

Alternative E, the High Truck Alternative, is similar in design concept and scope to Alternative 9 of the Initial Set. It also includes arterial improvements from Alternative 4 plus the Slauson interchange. Its purpose is to increase capacity for growing heavy duty truck demand, improve reliability, and reduce points of conflict between cars and trucks.

Mr. Levinsohn presented the next milestones in the study, which are the OPC approval of the Final Set of Alternatives, more detailed assessment of the Final Set, selection of the Locally Preferred Strategy comprised of a single alternative (scheduled for Spring 2003), and finally Caltrans required Project Study Reports for the highest priority early action projects of the LPS to be completed by November 2003.

Mr. Pagett reiterated that the presentation reflected the unanimous recommendation of the TAC for the Final Set of Alternatives.

Mr. Levinsohn and Mr. Pagett then opened the floor to questions and comments from the OPC members.

Co-Chair Frank Colonna commented that he wants to achieve the best consensus. He sees the separation of trucks from I-710 traffic as the study's biggest challenge and he believes that the outcome should try to develop the greatest amount of roadway capacity, but that improvements should try to use the parallel utility corridors as much as possible.

Co-Chair Samuel Pena commented that he endorses the TAC recommendation as presented.

Victor Rollinger, Public Works Director for the City of Carson, commented that he had concerns about the proposed connection between the Terminal Island Freeway and the Alameda Corridor. He said he also had a concern about any alternative that would involve right-of-way takes. However, he said that the City of Carson wants to participate with the OPC on the remainder of the study.

Kanya Dorland, staff representative from the Port of Los Angeles, said that the Port endorsed the TAC recommendation.

OPC member Keith McCarthy asked what major elements were left out of the recommended Final Set. Mr. Levinsohn answered that it is important to provide a point of clarification regarding the future rail potential of one of the recommended alternatives. Alternative 12 (high-speed passenger rail) has been dropped as a stand-alone alternative; however, one of the proposed alternatives (i.e. the elevated HOV lanes in Alternative D) would be designed in such a way that it could be converted to support a future rail line.

OPC member John Calhoun asked if a depressed section would still be looked at in the next phase. Mr. Levinsohn answered yes, based on the preliminary information that they had developed so far, the costs of elevating major sections of roadway are about the same as a depressed configuration. However, he said, this issue will be revisited in the conceptual engineering subtask.

Member McCarthy commented that he had heard that the proposed near-dock rail facility was dropped from inclusion in the Final Set. Mr. Levinsohn answered yes; the TAC members felt that the proposed near-dock rail facility was more of a private initiative of the railroads.

Gene Daniels, OPC member from the City of Paramount commented that he endorsed the truck inspection facility and is pleased that it is being carried forward.

OPC member Daniel Crespo from the City of Bell Gardens stated that he would support the following elements:

- aesthetics (study should stress this aspect)
- arterials
- I-5/I-710 interchange
- I-405/I-710 interchange
- HOV lanes (2 lanes with 24-hour operation)
- elevated lanes

He said he does not support the following elements:

- Right of way impacts
- toll option

Victor Rollinger from the City of Carson commented that they are reluctant to dump more trucks onto Alameda Street. He said the City of Carson does not support the Alameda Corridor connector element.

It was moved by Co-Chair Colonna, seconded by Member Daniels, to approve the Final Set of Five Alternatives as recommended by the I-710 Technical Advisory Committee. The motion was approved by the following roll call vote:
ROLL CALL

AYES: Co-Chair Colonna, Co-Chair Pena, Member Crespo, Member McCarthy, Member Reyes, Member Daniels, Member Calhoun, Member Bangalore, Member Maekawa, Member Samston.

NOES: None

ABSTAIN: None

ABSENT: Member Cole, Member Argumedo, Member Andrews, Member Gurule, Member Maes, Member Ruvalcaba, Member Davis.

X. Matters from the I-710 Oversight Policy Committee

Co-Chair Pena commended South Gate Councilmember Hector De La Torre for his past service as Chair of the Oversight Policy Committee.

XI. Matters from Staff

There were no matters from staff.

XII. Adjournment

It was moved by Co-Chair Colonna to adjourn. There being no objection, the meeting was adjourned at 7:53 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Thursday, February 28, 2002
5:00 p. m. Meeting*

*Progress Park Plaza
(Map attached)
15500 Downey Avenue
Paramount, California*

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEMS: at the time the I-710 Oversight Policy 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 I-710 Oversight Policy 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. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

I-710 Oversight Policy Committee

December 13, 2001

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V. PUBLIC COMMENTS

VI. CONSENT CALENDAR

- A. Approval of the Minutes of December 13, 2001

VII. REPORTS

- A. I-710 Study Update (Dave Levinsohn, Parsons Brinckerhoff)
- B. Recommendation from the Technical Advisory Committee (Bill Pagett, TAC Chair)
- C. Discussion/Approval of the Initial Set of Alternatives (Hector De La Torre, OPC Chair)

VIII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE

IX. MATTERS FROM STAFF

X. ADJOURNMENT

NOTICE: New items will not be considered after 6:30 p.m. unless the I-710 Oversight Policy Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Oversight Policy Committee 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.

**MINUTES OF THE MEETING OF THE
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

February 28, 2002

COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Pena, Maywood; Hugo Argumedo, Commerce; Keith McCarthy, Downey; Arturo Reyes, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; John Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Joan Wood, MTA; Zahi Faranesh, SCAG.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Daniel Crespo, Bell Gardens; Eric Perrodin, Compton; Frank Gurule, Cudahy; Jessica Maes, Huntington Park.

ALSO PRESENT: Betty Karnette, State Senator, 27th District; Helene Ansel, Office of Assembly Member Alan Lowenthal; Ken Jenkins, Office of Senator Betty Karnette; William C. Pagett, TAC Chairman and City Engineer of Bell Gardens, Cudahy, Maywood, and Paramount; Robert Messinger, GCCOG General Counsel; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Karin Hodin, MTA; Gerald Miller, Long Beach Assistant City Manager; Fernando Mendoza, City of Commerce Administrative Analyst; Reginald Tabor, City of Compton Administrative Assistant; Don Dey, City of Long Beach Traffic Engineer; Jeanine Critie, Office of Long Beach Councilmember Frank Colonna; Carlos Alvarado, City Engineer, City of Bell; Kevin Wilson, City of Vernon Director of Community Development; Dave Levinsohn, Parsons Brinckerhoff Quade & Douglas; Julie Rush, PBQD; J.D. Douglas, PBQD; Steven Yoshizumi, PBQD; Michael Fischer, Cambridge Systematics, Inc; Bruce Chow, Kaku Associates; Sylvia Novoa, Consensus Planning Group; Alisa Kwun, CPG.

I. Call to Order

Chair Hector de la Torre called the meeting of the I-710 Oversight Policy Committee to order at 5:15 p.m.

II. Pledge of Allegiance

Member Keith McCarthy led the pledge of allegiance.

III. Roll Call

Roll was taken through self-introductions.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

There were no public comments.

VI. Consent Calendar

It was moved by Co-Chair Colonna, seconded by Member Daniels, to approve the minutes of the December 13, 2001 meeting. The motion was approved unanimously.

VII. Reports

A. I-710 Study Update

David Levinsohn of PBQD presented an update of the status of the I-710 Major Corridor Study. Mr. Levinsohn presented the flow chart of the I-710 MCS study process and indicated that the study was now at the milestone of adopting the Initial Set of Alternatives. This step follows the adoption of the Purpose and Need Statement, which the OPC adopted at their December 13, 2001 meeting. This will approve the Initial Set of 12 candidate alternatives that the Study Team will then take through both a technical screening process as well as a public outreach process. This will lead to the next major study milestone, the adoption of the Final Set of alternatives, scheduled for June 2002.

Mr. Levinsohn reminded the OPC of the Purpose and Need Statement, which the OPC adopted at their meeting of December 13, 2001. It consists of 11 problem statements and objectives, however the top three, which are interrelated can be summarized as: the high and increasing volume of heavy duty trucks on I-710 and surrounding corridor roadways; the insufficient level of traffic safety on I-710; and the lack of roadway capacity which causes both recurring and non-recurring traffic congestion. Mr. Levinsohn pointed out that the alternatives proposed for further study should address at least these three, interrelated problems and

issues. Mr. Levinsohn then gave an overview of the principles of alternatives development. The alternatives should:

- Address Various Aspects of Purpose and Need
- Cover a Range of Investment Levels
- Should Include the Locally Preferred Strategy (LPS)
- However, Should Also Have a Reasonable Chance of Becoming the LPS
- Should Include All Reasonable Modes
- Number of Alternatives Should be Manageable
- Alternatives Should be Conceptual in Scope
- Should Be Significantly Different from Each Other

Mr. Levinsohn pointed out that an Initial Set of 12 alternatives has been developed which address the study Purpose and Need and meet the principles described above. They were developed through a series of technical workshops involving both the consultant team and members of the TAC and the sponsoring transportation agencies. They were formally adopted by the TAC at their meeting on February 20, 2002 and include one No Build Alternative, one Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative and ten build alternatives. The ten build alternatives are grouped according to their level of benefit, cost and impact (low, medium, high) and the mode they are primarily designed to serve (general purpose traffic, high occupancy vehicles (HOV), trucks, or goods movement). Mr. Levinsohn indicated that each alternative has transportation elements that work together to form its design concept and scope. These elements include:

- Interchanges
- Meet Design Standards
- Adding Lanes
- Arterials
- Freeway
- TDM/TSM; Transit; ITS
- Special Features (e.g., Truck Bypass Lanes, Dual Roadway)
- Elevated
- At-Grade

Mr. Levinsohn then went on to describe each of the alternatives in the proposed Initial Set. The No Build Alternative is comprised of the facilities and services expected to be in place in the Study Area by the planning horizon year of 2025 and includes the rehabilitation work Caltrans has begun along the I-710. Mr. Levinsohn referred the TAC to the details in their handout for the full description of the No Build. Mr. Levinsohn then began to discuss the ten build alternatives, saying that he would come back to the TSM/TDM description after the build alternatives.

Alternative 3, the Low General Purpose Alternative, is comprised of a network of arterial street improvements, plus the redesign of two interchanges along I-710: Imperial Blvd. and Florence Ave. and the partial reconstruction of the I-710/I-5 interchange. Its primary purpose is to improve traffic flow and safety for all vehicle types.

Alternative 4, the Low Truck Alternative, has the purpose of improving safety and managing the flow of heavy duty trucks. Its principal components include an extended collector/distributor lane system between Atlantic/Bandini and the I-710/I-5 interchange, improvements to those heavy truck volume arterials connecting to I-710, a truck inspection facility and major improvements to the I-710/I-405 interchange.

Alternative 5, the Medium HOV Alternative, has the purpose of improving travel time and attractiveness of HOVs to increase the person carrying capacity of I-710. Its major component is the addition of an HOV (carpool) lane in each direction along the entire length of I-710 and major improvements to the I-710/I-5 interchange.

Alternative 6, the Medium General Purpose Alternative, has the purpose of improving safety and eliminating bottlenecks for all types of traffic. Its principal components are the addition of one general purpose traffic lane in each direction between the Shoemaker Bridge and I-405 and between Imperial Blvd. and Atlantic/Bandini interchanges, the addition of collector-distributor lanes, the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges, the improvement of 10 other interchanges and the addition of a new interchange at Slauson Ave.

Alternative 7, the Medium Truck Alternative, has the purpose of improving safety, reliability, and access to I-710 primarily for heavy duty trucks. Its principal components are the addition of truck bypass lanes around the I-405, SR-91 and I-105 interchanges, truck only on/off ramps at high truck volume interchanges, and the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges.

Alternative 8, the High General Purpose Alternative, has the purpose of improving safety and capacity to address high traffic volumes along all of I-710. Its principal components include the addition of two general purpose lanes in each direction between the Shoemaker Bridge and I-405 and between Imperial Blvd. and Atlantic/Bandini interchanges, and the addition of one general purpose lane in each direction for the remainder of I-710. Also included are the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges, the improvement of 10 other interchanges and the addition of a new interchange at Slauson Ave.

Alternative 9, the High Truck Alternative, has the purpose of increasing capacity for growing heavy duty truck demand, improving reliability, and reducing points of conflict between cars and trucks. Its principal components are the addition of new truck only lanes between the Shoemaker Bridge and SR-60, and the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges. The truck lanes would have entry/exit ramps about every 3-4 miles apart.

Alternative 10, the High Goods Movement Alternative, has the purpose of addressing the high demand for goods movement on a system-wide basis throughout the Study Area. Its principal components are a new dual roadway facility between the Shoemaker Bridge and SR-60 to separate auto and truck traffic, similar to the northern section of the New Jersey Turnpike. The auto only lanes would have entry/exit locations spaced about every 3-4 miles. This alternative also includes extensions to the Terminal Island Freeway, one extending the terminus from Willow St. to I-405 and the other a new viaduct connector between SR-47 and Alameda Street. This alternative also includes the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges and the improvement of 10 other interchanges. Finally, this alternative includes capacity enhancements to major north/south arterials near I-710.

Alternative 11, the High HOV Alternative, has the purpose of improving travel time and attractiveness of HOVs to increase the person carrying capacity of I-710 as well as safety improvements. It includes the addition of four elevated carpool lanes, two in each direction, above the median of I-710 from the Shoemaker Bridge to SR-60, with entry/exit locations spaced about every 3-4 miles. It also includes the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges, including the addition of carpool connector ramps.

Alternative 12, the High General Purpose/HOV Alternative, has the purpose of improving safety, increasing capacity to address high general purpose traffic and providing travel time saving for HOVs. It includes the addition of one mixed flow lane and one general purpose lane in each direction from the Shoemaker Bridge to SR-60. It also includes the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges along with redesign and improvement to 10 other interchanges.

Mr. Levinsohn then presented the TSM/TDM alternative, which has the purpose of improving goods movement, auto and transit travel and reducing environmental impacts. It is a federally required alternative, of relatively low cost, which attempts to address purpose and need through management and operational improvements to the transportation system. Its major components include ramp meters, high mast illumination at freeway/freeway interchanges, ramp termini improvements, peak period parking restrictions on major parallel arterials, empty container management programs, extended truck emission reduction programs, and extended hours for truck pick up and delivery. It also

includes public transit improvements of additional MTA Blue and Green Line feeder shuttle buses, and enhanced community transit services. Finally it includes Intelligent Transportation System (ITS) improvements including smart traffic signals, variable message signs and highway advisory radio.

Mr. Levinsohn summarized that each alternative emphasizes a different trip purpose and mode, that the alternatives include a range of investment and impact levels and that the elements in the No Build and TSM/TDM Alternatives are included in all build alternatives. He then asked the OPC if we are missing an alternative that has a reasonable chance of becoming the Locally Preferred Strategy. He continued to summarize by pointing out that the next step would be to perform a screening analysis of the Initial Set of Alternatives to estimate their benefits, impacts and costs in order to inform the TAC and OPC in their decision as to which five alternatives are the best and should continue to be studied in more detail to become the LPS. Mr. Levinsohn pointed out the Final Set of five alternatives will include the No Build and TSM/TDM and three build alternatives which could be a combination of elements of the 10 alternatives in the Initial Set.

Finally, Mr. Levinsohn presented photos of examples of some of the unique or uncommon features of the Initial Set, including truck bypass lanes, collector/distributor lanes, the dual roadway concept, and direct HOV connector ramps.

Member Argumedo left the meeting at 6:15 p.m.

B. Recommendation from the Technical Advisory Committee

Bill Pagett, TAC Chair, confirmed that the Initial Set presented to the OPC by Mr. Levinsohn in his report was endorsed and approved by the full TAC at their previous meeting.

C. Discussion/Approval of the Initial Set of the Initial Set of Alternatives

OPC Chair Hector de la Torre opened discussion and comment on the proposed Initial Set of Alternatives as recommended by the Technical Advisory Committee.

Co-Chair Frank Colonna said that he felt that there was a missing mode that should be considered and that is high speed passenger rail. He feels that the study should look even beyond its 20 year planning horizon to longer term improvements, and that if major improvements are to be considered for I-710, it would be shortsighted not to think of improvements that could increase the person carrying capacity of the corridor. He suggested a high speed rail link between downtown Long Beach and downtown Los Angeles. Mr. Colonna recognizes that the MTA Blue Line provides such a passenger rail linkage, but he is thinking of a much higher speed technology on exclusive guideway, which

might be maglev technology or more conventional steel wheel on steel rail technology.

Mr. Levinsohn replied that the study scope limited the initial set to no more than 12 alternatives and if the OPC desired to include high speed rail, one of the proposed build alternatives would have to be dropped from further consideration. He suggested that if it was the desire of the OPC to include a high speed rail alternative, then it could be substituted for the High General Purpose/High HOV Alternative as the elements of that alternative were included in other alternatives and they could be evaluated during screening as components of the other alternatives.

After additional discussion, it was moved by Member McCarthy, seconded by Member Reyes, to approve the initial set of twelve alternatives, but substituting a high-speed rail line for the HOV lanes in Alternative 12.

ROLL CALL

AYES: Chair De La Torre, Co-Chair Colonna, Co-Chair Pena, Member McCarthy, Member Reyes, Member Daniels, Member Davis, Member Calhoun, Member Novotny, Member Wood, Member Faranesh.

NOES: None

ABSTAIN: None

ABSENT: Member Argumedo, Member Cole, Member Crespo, Member Gurule, Member Perrodin, Member Maes.

VIII. Matters from the I-710 Oversight Policy Committee

Chair De La Torre said that he would like to meet again for a status report in April.

IX. Matters from Staff

Mr. Powers reported that the Gateway Cities Council of Governments had retained the firm of Nossaman Guthner Knox & Elliott to examine potential financing concepts for the project.

X. Adjournment

Minutes
I-710 Oversight Policy Committee
February 28, 2002
Page 8 of 8

It was moved by Co-Chair Colonna, seconded by Member Daniels, to adjourn. The motion was approved unanimously. The meeting was adjourned at 6:40 p.m.

**SPECIAL JOINT MEETING
I-710 OVERSIGHT POLICY COMMITTEE
I-710 TECHNICAL ADVISORY COMMITTEE**

*Wednesday, April 10, 2002
5:00 p. m. Meeting*

*Progress Park Plaza
15500 Downey Avenue
Paramount, California*

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 Oversight Policy Committee/Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee/Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee/Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee/Technical Advisory Committee at the following times:

- A. AGENDA ITEMS: at the time the I-710 Oversight Policy Committee/Technical Advisory Committee consider 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 I-710 Oversight Policy Committee/Technical Advisory 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. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**

**I-710 Oversight Policy Committee
I-710 Technical Advisory Committee
April 10, 2002 Special Joint Meeting**

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

V. PUBLIC COMMENTS

VI. REPORTS

A. I-710 Outreach Plan

B. Discussion Regarding the Initial Set of Twelve Alternatives

C. Overview of Alternatives Screening Process

VII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE/TECHNICAL ADVISORY COMMITTEE

VIII. MATTERS FROM STAFF

X. ADJOURNMENT

NOTICE: New items will not be considered after 7:30 p.m. unless the I-710 Oversight Policy Committee or Technical Advisory Committee votes to extend the time limit.

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.

**MINUTES OF THE
SPECIAL JOINT MEETING
I-710 OVERSIGHT POLICY COMMITTEE
I-710 TECHNICAL ADVISORY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

April 10, 2002

OPC COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Pena, Maywood; Keith McCarthy, Downey; Gene Daniels, Paramount; John Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Joan Wood, MTA.

OPC COMMITTEE MEMBERS ABSENT: George Cole, Bell; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Eric Perrodin, Compton; Frank Gurule, Cudahy; Jessica Maes, Huntington Park; Arturo Reyes, Lynwood; William Davis, Vernon; Zahi Faranesh, SCAG.

TAC COMMITTEE MEMBERS PRESENT: Chair Bill Pagett, Bell Gardens, Cudahy, Maywood, and Paramount; Don Dey, Long Beach; Kevin Wilson, Vernon; Kerry Cartwright, POLB; Al Bowser, SCAG; Steve Novotny, Caltrans; Joan Wood, MTA; Lt. Paul De Paola, CHP

TAC COMMITTEE MEMBERS ABSENT: Vice Chair Desi Alvarez, Downey; Carlos Alvarado, Bell; Robert Quintero, Commerce; Augustus Ajawara, Compton; Patrick Fu, Huntington Park; Joe Wang, Lynwood; Ed Mino, South Gate; Sandra Balmir, FHWA/FTA.

ALSO PRESENT: Karin Hodin, MTA; Gerald Miller, Long Beach Assistant City Manager; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Julie Rush, PBQD; Steven Yoshizumi, PBQD; Paul Taylor, Kaku Associates; Alisa Kwun, Consensus Planning Group; Sylvia Novoa, CPG.

I. Call to Order

Chair Hector de la Torre called the joint meeting of the I-710 Oversight Policy Committee and I-710 Technical Advisory Committee to order at 5:20 p.m.

II. Pledge of Allegiance

OPC Chair Hector de la Torre led the pledge of allegiance.

III. Roll Call

Roll was taken through self-introductions. There not being present a quorum of the I-710 Oversight Policy Committee, the members in attendance convened as a committee of the whole. A quorum of the I-710 Technical Advisory Committee was present.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

There were no public comments.

VI. Reports

A. I-710 Outreach Plan

Sylvia Novoa of Consensus Planning Group provided the OPC/TAC an overview of the I-710 Major Corridor Study outreach plan for the alternatives screening phase of the study. Ms. Novoa reminded the committees of the previous phase of outreach, where public and stakeholder input was solicited on the problems and issues in the corridor and suggested improvements to address those problems. This input helped lead to the Purpose and Need Statement and the Initial Set of Alternatives.

Ms. Novoa indicated that the current phase of outreach is designed to solicit input on the Initial Set of Alternatives, what the public likes and dislikes about them and why. The outreach is designed to reach multiple audiences among the general public and stakeholders. The outreach methods will include the following:

- Press Release / Media Briefing
- Stakeholder Meetings / Briefings
- Community Presentations
- Roundtables
- Website / Telephone Hot Line

B. Discussion Regarding Initial Set of Twelve Alternatives

David Levinsohn, PBQD reviewed the background on the development of the initial set of 12 alternatives as presented at the February 28, 2002 OPC meeting. He also presented a description of the 12 alternatives, as discussed at the February 28, 2002 OPC meeting. The only change from the presentation at the February 28th OPC meeting was the further definition of the OPC-adopted Alternative 12, High Rail, which proposes a high speed rail line between downtown Long Beach and downtown Los Angeles. Co-Chair Colonna thanked the project team for bring forward the recommended addition of the high-speed rail alternative. The proposed rail line follows an alignment along I-710 from Long Beach to a Union Pacific Railroad alignment between Imperial Highway and Firestone Blvd., where it follows the UPRR alignment into Union Station in Los Angeles.

Mr. Levinsohn also presented photos which illustrated examples to the committees of the various features of the proposed alternatives, including collector-distributor lanes, truck bypass lanes, dual use lanes, elevated carpool lanes, carpool connector lanes and high speed rail.

C. Overview of Alternatives Screening Process

Julie Rush, PBQD, presented an overview of the alternatives screening process. The purpose of the screening process is to produce evaluative information needed to narrow the range of alternatives. Technical information being developed will address benefits, costs and impacts of the alternatives. The focus will be on evaluation criteria that clearly distinguish among alternatives or specific features of the alternatives. The focus of the screening process will be on the key issues and major differences among the alternatives. Results will be produced at a "sketch planning" level of detail, including both quantitative and qualitative results. These results will be order of magnitude, but will be refined in the next phase of analysis. The screening methods will treat the alternatives equally, and assess the performance of the alternatives with respect to the adopted Purpose and Need.

Travel benefits to be produced during screening will include traffic and transit ridership, shifts in travel demand by mode, facility and time of day, travel time, levels of service and changes in safety. Environmental impacts during screening will be based upon sketch plans of the alternatives using accepted design standards and experience from other, similar projects. This will allow the development of an approximate "footprint" of the right of way requirements for each alternative, by major land use type for each alternative. Environmental justice issues and noise and visual impacts will be qualitatively assessed.

Cost estimates during screening will be order of magnitude costs based upon the sketch level design of the alternatives and unit costs from other projects. They will include right of way cost estimates and contingencies based upon the very conceptual level of engineering design. Ms. Rush pointed out that the cost estimates would change as alternatives evolve and more details become known in subsequent study phases. Other issues to be assessed during screening will include feasibility/constructability issues, regional transportation system connectivity, and risks associated with unproven applications and design features.

In summary, technical screening represents a preliminary round of analysis that will be able to identify the key trade-offs among alternatives. Along with public input, it will provide information that will allow the TAC and OPC to identify the final set of five alternatives, from the initial set of 12 alternatives.

VII. Matters from the I-710 Oversight Policy Committee/Technical Advisory Committee

Steve Novotny of Caltrans announced that he has been promoted to the North County Office Chief position and will be leaving the OPC and TAC. Caltrans has not named his successor yet, which will probably require one or two months.

VIII. Matters from Staff

There were none.

IX. Adjournment

The meeting was adjourned by consensus at 7:15 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Thursday, June 27, 2002
6:30 p. m. Meeting*

*Progress Park Plaza
15500 Downey Avenue
Paramount, California*

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

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- 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. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**

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

V. ELECTION OF CHAIR

VI. PUBLIC COMMENTS

VII. CONSENT CALENDAR

- A. Minutes of the I-710 OPC Meetings of December 13, 2001, and February 28, 2002, and the Joint I-710 OPC/I-710 TAC Meeting of April 20, 2002

VIII. COMMUNICATIONS

- A. Communication of June 11, 2002, from Senator Betty Karnette

IX. REPORTS

- A. Project Status Report
- B. Overview of Initial Set of 12 Alternatives
- C. Technical Screening
 - 1. Travel Benefits
 - 2. Impacts
 - 3. Cost Estimates
- D. Public Input
- E. I-710 TAC Recommendation for the Final Set of 5 Alternatives

X. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE

XI. MATTERS FROM STAFF

XII. ADJOURNMENT

NOTICE: New items will not be considered after 8:30 p.m. unless the I-710 Oversight Policy Committee votes to extend the time limit.

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I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Thursday, January 23, 2003
6:00 p.m. Meeting*

*Progress Park Community Center
15500 Downey Avenue
Paramount, California*

AGENDA

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- 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 - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

VI. CONSENT CALENDAR

- A. Minutes of the Meeting of June 27, 2002.
- B. A RESOLUTION OF THE I-710 OVERSIGHT POLICY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

VII. REPORTS

- A. Overview of Study Status
- B. Update on Build Alternative Evolution
- C. Analyses of TDM Strategies
- D. Update on Public Involvement
- E. Next Steps

VIII. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

**MINUTES OF THE MEETING OF THE
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

January 23, 2003

I. Call to Order

Co-Chair Frank Colonna called the meeting to order at 6:10 p.m.

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Melanie Andrews, Compton; Keith McCarthy, Downey; Jessica Maes, Huntington Park; Gene Daniels, Paramount; William Davis, Vernon; Thomas Warren, Port of Los Angeles; Sharas Bangalore, Caltrans; Ernest Morales, MTA; Alan Bowser, SCAG.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Fernando Pedroza, Lynwood; Xochilt Ruvalcaba, South Gate; Jim Dear, Carson; John Calhoun, Port of Long Beach.

ALSO PRESENT: Helene Ansel, Office of Assemblymember Alan Lowenthal; Bill Pagett, I-710 Technical Advisory Committee Chair and City Engineer of Bell Gardens, Cudahy, Maywood, and Paramount; Jinny Park, MTA; Pat Proano, County of Los Angeles Department of Public Works; Anthony Cevallos, County of Los Angeles Department of Public Works; Jeannine Critie, Office of Long Beach Vice Mayor Frank Colonna; Lon Maddox, City of Long Beach Traffic Manager; Fernando Mendoza, City of Commerce Administrative Analyst; Kevin Wilson, City Vernon Director of Community Development; Carlos Alvarado, Bell City Engineer; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Deborah Chankin, GCCOG; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Steven Yoshizumi, PBQD; Michael Fischer, Cambridge Systematics Inc.; Sylvia Novoa, Consensus Planning Group; Julia Brown, CPG; Andrea Rodriguez, CPG; Nazan Armenian, CPG; Bahram Fazeli, Communities for a Better Environment; Deborah Schoch, Los Angeles Times.

II. Roll Call

Formal roll call of the OPC members was taken. Other participants and audience members offered self-introductions.

III. Pledge of Allegiance

Member Warren led the pledge of allegiance.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

There were no public comments at this time.

VI. Consent Calendar

A. Minutes of the Meeting of June 27, 2002.

The minutes of the OPC meeting of June 27, 2002 were not available. It was the consensus of the Committee to defer approval of the minutes to the next OPC meeting.

B. A RESOLUTION OF THE I-710 OVERSIGHT POLICY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED.

It was moved by Member McCarthy, seconded by Member Daniels, to waive further reading and adopt the resolution. The motion was approved unanimously.

Member Bowser encouraged that, in addition to the regular posting places, websites be used to post the OPC agendas. Co-Chair Colonna requested that staff report back at the next meeting regarding use of the Internet to post agendas.

VII. Reports

A. Overview of Study Status

David Levinsohn, PBQD, reviewed the study process and reported that the study was in the alternatives evaluation phase. He briefly discussed the current activities of the team (assessing mobility and environmental benefits and impacts; researching engineering issues and potential project costs; and evaluating financing options) and the future decision points approaching for the OPC (selection of a Locally Preferred Strategy and priority projects).

B. Update on Build Alternative Evolution

Steven Yoshizumi, PBQD, described the changes that the alternatives have undergone during the six-month period since the OPC last met. He started by saying that the design concepts were developed to greater detail with certain background assumptions:

- Meet the Intent of the OPC-Approved Alternative Definition
- Maintain Federal and State Design Standards
- Minimize Right-of-Way/Land Use Impacts

He next reviewed the mainline concept and the various components included in each of the alternatives, highlighting specific aspects of each alternative.

Alternatives A and B had not changed significantly since the June 27, 2002 OPC meeting.

Changes in Alternative C included the following components:

- Collector-Distributor Road
- Truck Bypass Lanes
- Truck Inspection Facility
- Truck-Only Ramps
- Terminal Island Freeway Extension

The Collector-Distributor Road system and the Truck-Only Ramps were fleshed out in more detail. The Truck Bypass Lanes had changed some due to the close proximity of the 91/710 interchange and the 105/710 interchange. Instead of separate bypass lane facilities, a single bypass facility was developed around both interchanges starting south of SR-91 and terminating north of I-105. The Truck Inspection Facility was also altered a bit so that it was located on the

northbound bypass facility. The Terminal Island Freeway Extension had changed quite a bit in response to comments received from both FHWA and the City of Long Beach. Rather than connecting the Terminal Island Freeway Extension to I-405 near Alameda Street, approximately one mile west of I-710, the Terminal Island Freeway Extension was re-routed along the Southern California Edison property to connect with I-710 north of I-405. Access to I-405 would be achieved via local access ramps at Wardlow Road and Santa Fe Road.

Changes in Alternative D included the following issues:

- Number of HOV lanes
- Elevated vs. At-Grade
- Southern Terminus

The number of HOV lanes changed because of the difficulty in transitioning two HOV lanes at both the north and south ends of the project. Because the number of HOV lanes was reduced from two to one in each direction at both the north and south ends, those locations that only had one HOV lane in each direction were developed at grade, while the locations that only two HOV lanes in each direction remained largely elevated (except for ingress/egress locations) to reduce right-of-way impacts. The Southern Terminus was also modified, again largely because of the difficulty of terminating the HOV lane, and also because of the complexity of the number of closely spaced interchanges between Ocean Boulevard and Pacific Coast Highway – five in a 2.4-kilometer (1.5-mile) section.

Changes in Alternative E included the following areas:

- Truckway Alignment Relative to the Mainline
- Truckway/Autoway Configuration at the South End

Previously, the Truckway had been envisioned as being located primarily elevated in the median of the freeway. In response to public, Caltrans, and CHP comment, the Truckway was relocated so that it was not elevated in the median of the freeway, but was located either on one side of the freeway or the other, or split so that there were lanes on both sides of the freeway, and at times those lanes were either elevated or at-grade.

At the south end of the project, Alternative E had previously been conceived with the Truckway extending as far south as Anaheim Street. To reduce right-of-way impacts and construction related impacts, the concept was modified to include an Autoway that would run from the Shoemaker Bridge to north of Willow Street. This four-lane facility would carry autos to/from the downtown/entertainment

area. The Truckway would begin north of Willow Street and extend north the rest of the length of the corridor.

The alternatives also propose different concepts for the I-5/I-710 interchange. Alternative C proposes leaving the existing interchange as it is, and adding a new northbound I-710 to northbound I-5 connector on the right side – all trucks would be prohibited from the existing left side connector and directed to use the new right side connector. Alternative D proposes replacing the existing interchange with all new right-side connectors designed to current design standards, plus the addition of two new connectors – from northbound I-710 to southbound I-5 and from northbound I-5 to southbound I-710. Alternative E also proposes to replace all of the existing connectors, plus it incorporates the same two new movements via a viaduct over Atlantic Boulevard. This four-lane facility would connect the two freeways, but have no access to or from the local streets.

C. Analyses of TDM Strategies

Michael Fischer, Cambridge Systematics, presented some analysis of existing and anticipated port operations and the benefits, impacts, and challenges that some proposed elements of Alternative B might have.

Mr. Fischer described the travel conditions during the West Coast Ports Lockout in October, 2002. I-710 experienced improved flow. There was no truck traffic going to/from the ports, and limited auto traffic. This raised the question of what could be done to improve I-710 operations through demand management measures at the ports. With this question in mind, Cambridge Systematics attempted to assess the impact of 24/7 operation at the ports in lieu of adding lane capacity on I-710.

Currently the container terminals operate in three gate shifts:

- Day shift – 8:00 AM to 5:00 PM
- Evening shift – 5:00 PM to 2:00 AM
- “Hoot” shift – 2:00 AM to 8:00 AM

Presently most gates are only open on weekdays with 80 percent of the traffic during the day shift, 20 percent during the night shift, and negligible operations during the “hoot” shift.

Port truck trips are expected to more than double by 2025. Since gate capacity is determined by the number of truck processing lanes, the rate at which each truck is processed and the total hours of gate operations, the terminals would

have to increase operations in any or all of these areas to accommodate the anticipated growth.

However, the yard or the berth is what restricts throughput capacity, not the gate size, so the terminal operators are motivated to minimize the gate area, not expand it. Further, while other ports have shorter truck processing times (most notably in Asia), there are labor laws in this country that effectively limit the processing rate. These two conditions point to extending the gate hours in order to accommodate the anticipated growth.

The Ports of Los Angeles and Long Beach Transportation Management Plan (POLA/LB TMP) assumes 24/7 operations by 2025. The following operational plan from the POLA/LB TMP is assumed in the I-710 Major Corridor Study No Build and TSM/TDM alternatives:

- 60% traffic – day shift
- 20% traffic - evening shift
- 20% traffic – “hoot” shift
- Up to 15% of weekly traffic in weekend

Cambridge Systematics’ analysis looked at two other operational plans: closing the gates during the AM and PM peaks shifting traffic to the off peak periods, and a more level loading during the day and night shifts.

Closing the gates during the peak periods might reduce truck traffic on I-710 during the peak periods, but it has operational inefficiencies related to the fact that this operational strategy would result in a six-hour shift between the peaks. Again labor laws make such an operational strategy challenging and not cost-effective.

Mr. Fischer said that the analysis focused on the level loading strategy:

- 50% traffic – day shift
- 40% traffic - evening shift
- 10% traffic – “hoot” shift

In the AM peak period in the southbound direction, although congestion (measured by V/C ratio) was reduced by up to 10 to 15 percent, the V/C ratios were still greater than 1 indicating congestion. And the changes in congestion are considerably less than the expected results for the build alternatives.

To achieve this kind of a traffic distribution, it is likely that a trucker appointment system would have to be implemented to match the 50/40/10 distribution profile. Further, some of the traffic would have to be specifically targeted to shift to the off-peak hours. And potentially some sort of value pricing system for peak hour operation might help to induce the shift out of the peak period.

Even with these assumptions, the challenge of implementing this type of operation is large. It would require coordination between terminal operators, truckers and shippers. It may increase the cost of doing business for some or all parts of the supply chain. As such, it may hamper the competitive position of the Ports of Los Angeles and Long Beach. And there are potentially other community impacts, like the noise impact of increased night-time operation in suburban/residential areas, and the possible need to change local regulatory codes.

D. Update on Public Involvement

Sylvia Novoa, Consensus Planning Group (CPG), provided the OPC with an update of the recent public outreach efforts. In the current stage of public and community outreach, over 1,500 community groups were contacted and offered a project briefing. Among those that accepted, the different groups and organizations had different issues, but common to most of them was a concern for safety. The community groups also voice an awareness of the potential for impacts.

In meetings with city staffs, the cities seemed to be focusing on the impacts to their individual jurisdictions more than overall corridor impacts. And it was clear that at this point there was no overwhelming consensus for a particular alternative.

E. Next Steps

David Levinsohn, PBQD, concluded the reports by saying that the next steps in the study include the TAC receiving and discussing the technical evaluation information that the study team is developing for each alternative (and each component), and for continued and increased public outreach to provide additional information to the OPC in approximately three to four months.

It was moved by Member McCarthy, seconded by Member Daniels, to receive and file the reports from the project consultants. The motion was approved unanimously.

Co-Chair Colonna requested that the revised Final Set of Alternatives be distributed before the next meeting of the OPC.

VIII. Adjournment

The meeting was adjourned by consensus at 7:45 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Wednesday, May 28, 2003
6:30 p.m. Meeting*

*Progress Park Community Center
15500 Downey Avenue
Paramount, California*

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy 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 I-710 Oversight Policy 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 - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

VI. CONSENT CALENDAR

- A. Minutes of the Meetings of February 28, 2002, April 10, 2002, June 27, 2002, January 23, 2003
- B. A RESOLUTION OF THE I-710 OVERSIGHT POLICY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

VII. REPORTS

- A. Summary of Public Comments on the Five Alternative Conceptual Strategies
- B. Report from the I-710 Technical Advisory Committee
- C. Consideration of the Adoption of "Guiding Principles":
 - 1. Minimize Right-of-Way Acquisitions with the objective being to preserve existing houses, businesses and open space.
 - 2. Reduce Air Pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels.
 - 3. Improve Safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
 - 4. Relieve Congestion and reduce intrusion of traffic into communities and neighborhoods by adding needed capacity, deploying Transportation Systems Management and Transportation Demand Management technologies and strategies (TSM/TDM), and maximizing use of the Alameda Corridor.
- D. Consideration of a Motion Directing the Technical Advisory Committee (TAC) to start with Alternative B and create a "hybrid" alternative that combines appropriate elements from all 5 alternatives. These elements must be acceptable to each affected city with the purpose of minimizing right-of-way acquisitions and the objective of preserving existing housing stock, yet work together as an integrated strategy consistent with adopted guiding principles.
- E. Consideration of the Creation of I-710 Citizens Advisory Committees
- F. Adoption of Meeting Schedule for the Oversight Policy Committee
 - 1. Consideration of a Workshop focusing on the Environment and Public Health
 - 2. Consideration of a Workshop Focusing on Congestion, Mobility and the Economy

VIII. NEXT SCHEDULED MEETING IS JUNE 25, 2003, 6:30 P.M.

IX. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

**MINUTES OF THE MEETING
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

May 28, 2003

I. Call to Order

Co-Chair Samuel Pena called the meeting to order at 6:45 p.m.

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Melanie Andrews, Compton; Keith McCarthy, Downey; Juan Noguez, Huntington Park; Hector De La Torre, South Gate; Sharas Bangalore, Caltrans; Jim Dear, Carson; Ray Maekawa, MTA; Gus Hein, Port of Long Beach; Thomas Warren, Port of Los Angeles; Robert Burlingham, SCAG.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Frank Gurule, Cudahy; Fernando Pedroza, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; Supervisor Gloria Molina, County of Los Angeles.

ALSO PRESENT: Bridget Sramek, Office of Assemblymember Alan Lowenthal; Commerce Councilmember Nancy Ramos; Commerce Councilmember Rosalina Lopez; Gerald Miller, Long Beach City Manager and Gateway Cities City Managers' Representative to the OPC; William Pagett, Chair, I-710 Technical Advisory Committee; Maged El-Rabaa, Los Angeles County Department of Public Works; Ray Ramirez, City of Commerce Director of Economic Development; Mohammad Mostahkami, City of South Gate Engineering Manager; Augustus Ajawara, City of Compton Transportation Program Manager; Carol Gomez, South Coast Air Quality Management District; Ernest Morales, MTA I-710 Project Manager; Deborah Chankin, City of Long Beach; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Robert Messenger, GCCOG General Counsel; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Steven Yoshizumi, Parsons Brinckerhoff Quade & Douglas.

II. Roll Call

Roll call of the OPC members was taken by self introductions.

III. Pledge of Allegiance

Richard Powers, Gateway Cities Council of Governments Executive Director, led the pledge of allegiance.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

Anna Estrada, resident of West Long Beach, asked for more information about the project and the public outreach effort. Co-Chair Pena responded that Gateway Cities COG staff would get back to her to answer her questions.

Julie Masters, National Resources Defense Council (NRDC) referred the OPC to extensive written comments she had previously submitted. She commented that she felt that public outreach had been inadequate, though better more recently. She said that the impacts of the alternatives need to be studied in an EIR/EIS, that the preliminary environmental assessment is totally inadequate. She said it is imperative to study air pollution and health effects of the alternatives. She said that the alternatives being studied are wrong, because the study assumption of future cargo volumes from the ports is not a given. She said that feels that new alternatives should be developed and studied that are health protective.

Co-Chair Pena responded that he felt she had made good comments; that every option has yet to be studied, and that we are at the beginning of a long process. He commented that the OPC was not creating truck traffic growth, but the likely growth needed to be accommodated.

Marta Segura, Communities for a Better Environment (CBE), said that she supports everything said by the previous speaker. She said that the community feels the need for a community driven study, that they want to study newer technologies, and that the OPC has access to funds to study newer technologies. She also said that she believes it is not inevitable that the ports will expand. She requested an air quality analysis that is comprehensive, which studies all pollution sources, both mobile and stationary, and

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that starts by developing a comprehensive baseline of current pollution levels in the study area.

Malcolm Carson, Legal Aid Foundation, said that he also endorsed the comments of the NRDC representative. He said he believes it is not a valid assumption that truck traffic will increase 3-4 times in the future. For example, he said, the Alameda Corridor is under utilized and truck trips can be reduced by moving more containers on trains. In addition, more public transit improvements could reduce auto traffic by attracting drivers to public transit. He said that, with respect to air quality, we can't just allow more trucks to use I-710 without having trucks become less polluting. He said he favored not just advocating reducing emissions, but mandating emissions reductions.

Dave San Jose, Coolidge Triangle Association, Long Beach said that everything has been said already, and that new capacity on I-710 will fill up. He said the presentation by the Port of Long Beach the other night at a Long Beach community meeting was amazing in that the Port claims pollution will go down in the future. He said he didn't believe the claim. He said he opposed right-of-way takes, particularly losing homes. He said the Long Beach Freeway should not be used by the Ports, and that finding another way to move the cargo is the Port's problem.

Robert Cabrales, Communities for a Better Environment and resident of Bell, said that he is concerned by the process and the way it is going. He said the fact that the Los Angeles Times reported that the study was over was why there was not more public turnout at this meeting. He said he feels that the outreach has been inadequate, but also feels that the elected officials have not done a good job of disseminating information about the study to their constituents. He said the study is flawed because it caters to 20th Century technologies, not newer, cleaner technologies. He said that public health needs to be considered in all decisions regarding improvements in the I-710 corridor.

Julie Jones, Coolidge Triangle, Long Beach, said her house is impacted by two of the proposed alternatives. She questioned why the Long Beach Press-Telegram reported that Caltrans will ultimately make the decision about the preferred alternative, because she thought that the OPC is the decision-making body.

Richard Powers replied that the four funding partners, including Caltrans, had signed a Memorandum of Understanding in which it was agreed that in this phase of the project the OPC was given the authority to decide the locally preferred strategy.

Alan Hose, President of the Windward Mobile Home Park Homeowners Association, Long Beach, said he regularly drove Alameda Street and that there was no traffic, while I-710 was backed up with traffic. He said that we are studying the wrong corridor and need to utilize the Alameda Corridor for both truck and rail cargo. He said that they are trying to turn the mobile home park into an owner park, the proposed alternatives that

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would widen I-710 or extend the Terminal Island Freeway past their community should not be considered further.

Member De La Torre said that his interpretation of the Press-Telegram article is that if nothing comes out of this study, Caltrans will decide what to do.

Member Andrews said that Compton has three freeways cutting through it, and although she believes in regional transportation, she also believes that the City of Compton has paid its dues to the region. She asked how we blend the need to deal with commerce from the ports with the quality of life in our communities.

Member Argumedo said that he has raised concerns about the alternatives. He reported that the Commerce City Council has opted to prefer Alternative A, the No Build Alternative. He said Commerce is being victimized twice, by the I-710 and the I-5, as well as the rail yards. The I-710 alternatives propose residential and business relocations in Commerce; therefore the council has no choice but to support Alternative A. He said they have collected over 1,000 signatures in support of Alternative A. He said he wants direction from the OPC to look at non-standard designs for improvement elements.

VI. Consent Calendar

- A. Minutes of the Meetings of February 28, 2002; April 10, 2002; June 27, 2002; and January 23, 2003

- B. A RESOLUTION OF THE I-710 OVERSIGHT POLICY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

It was moved by Member McCarthy, seconded by Member Andrews, to approve the consent calendar. The motion was approved unanimously, with the following abstentions with regard to the minutes: Member Dear and Member Noguez abstained on all minutes; Member De La Torre abstained on the minutes of June 27, 2002, and January 23, 2003; Member Warren abstained on the minutes of February 28, 2002, April 10, 2002, and June 27, 2002.

VII. Reports

- A. Summary of Public Comments on the Five Alternative Conceptual Strategies

Julie Gertler, President of Consensus Planning Group (CPG) presented the outreach findings to the OPC. She said the OPC had heard previously about the earlier stages of the outreach process-- the Purpose and Need phase and the initial twelve alternatives

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phase. Tonight she said would present the outreach since the final set of five alternatives was developed and the impacts understood. Once the five alternatives were determined and lines were drawn on the map, the Study Team immediately began sharing the maps with the elected officials and to the public through media briefings. She said that the maps were first presented to the Technical Advisory Committee on March 26, becoming public on that date. This was followed by meetings in impacted communities.

Ms. Gertler reported that since March 26th, more than 157,000 invitations have been sent to homes and businesses along the corridor. Additionally, the following communication strategies were employed:

- Notices were sent to residents in the water and power bills of the cities with the capacity to do so.
- Notices were placed on buses running in the corridor
- Letters were sent to every school in the corridor asking for two things—presentation; send notices home with the students. Follow up calls made to every school
- Letters were sent to every church in the corridor asking for two things—presentation; send notices home with parishioners. Follow up calls made to every church
- A notice was posted on the electronic signboard near the 710/405 interchange
- If a city had a Public Information Officer, he or she was contacted to determine that city's communications preferences and which audiences were important to it.
- Contact was made with every city's cable TV channel.
- Letters were sent to council members of every city requesting a briefing and an opportunity to obtain the lists of important community groups and stakeholders. Follow up calls were made to those who did not respond, as we consider the information provided at these briefings to be crucial in ensuring validity of the process.

She said that they have met with over 2,200 people and this is what was heard:

- Concern and anxiety about property takes
- Concern about equitable financial compensation
- Desire to stay in the community they love
- Concerns about possible park takings
- Concern that their homes were being taken immediately
- Health concerns related to truck traffic
- Frustration with existing rail yards
- Frustration regarding notification of project impacts
- Frustration with increased port/truck traffic
- Put trucks on Alameda Street; on Alameda Corridor
- Do something!

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- Improvements are needed but the property takes under consideration are just too big!
- Ports cause the problems/ports should be responsible for the solution
- I-710 is dangerous
- It's dangerous sharing the freeway with large trucks
- Trucks and drivers are the problem, not the freeway
- Separate cars from trucks

Ms. Gertler said that this is a tough time for everybody involved in the process; there is a lot of frustration. She summarized public outreach findings as:

- In order to achieve the significant safety and time-saving improvements called for by the study, it became apparent that the consequences **would** be enormous
- The information provided to the public about right-of-way acquisition is vague and ambiguous, fueling legitimate fears about loss of property values and a long period of limbo
- As a result of historic land uses, industrial uses and the ports, the corridor suffers an environmental burden, stimulating frustration among interest groups trying to reduce pollution
- Several cities sit at the crossroads of lots of transportation infrastructure
- The agencies that are charged with planning for transportation needs are in a challenging situation. The impacts of what it takes to achieve the mobility improvements are not popular with those directly affected and so politically difficult for elected officials.

She said that all of this leads to the difficult decisions that face the elected officials on the OPC.

Member McCarthy, Downey, asked if the OPC would get summaries of the comments. Ms. Gertler replied that those would be made available.

It was the consensus of the I-710 Oversight Policy Committee to receive and file the report.

B. Report from the I-710 Technical Advisory Committee

William Pagett, Chair of the I-710 Technical Advisory Committee, reported that the TAC has been listening to detailed reports from the study team about the evaluation of the alternatives at meetings on March 26, April 2, April 9, April 15 and May 1. These reports have included information about:

- Congestion benefits of alternatives
- Impacts on surface street traffic
- Potential for tolling truckway

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- Safety benefits of alternatives
- Noise impacts of alternatives
- Air Quality impacts of alternatives
- Health impacts of diesel emissions
- ROW impacts by acres, land use, population and structures
- Parks, open space and biological resources
- Hydrology and floodplain

Mr. Pagett said that the TAC has been listening to specific concerns and information requests from individual members, studying the right-of-way impacts of each alternative, and evaluating the individual elements. He said that this process would continue at the next scheduled TAC meeting on June 11th.

He said that the TAC has been listening to the public who have commented and asked questions at each of the TAC meetings as well as those whose comments that have been gathered through the outreach process.

Mr. Pagett said that many of the TAC members have also attended public meetings to listen directly to the public. He reported that the TAC introduced and agendized for formal action on June 11 four guiding principles, which the OPC will be discussing in more detail this evening:

1. Minimize right-of-way acquisitions
2. Reduce air pollution
3. Improve safety
4. Relieve congestion

Mr. Pagett said that the study team was also directed to meet with the AQMD to discuss the methodology used to estimated diesel particulate matter concentrations. The AQMD is now a member of the TAC.

Mr. Pagett suggested that, by immersing itself in the details of the alternatives and the alternative evaluation material, the TAC is well positioned to undertake the task of selecting from among the elements of the alternatives.

Mr. Pagett said that the TAC members and the agencies represented are committed to spending as long as it takes to discharge their responsibilities in a professional and responsible manner. He said that he thinks the TAC can meet the objectives of the guiding principles that are proposed for OPC adoption.

It was the consensus of the Oversight Policy Committee to receive and file the report.

C. Consideration of the Adoption of the "Guiding Principles"

Richard Powers, Executive Director of the Gateway Cities COG, introduced four Guiding Principles to govern the remainder of the I-710 Major Corridor Study:

1. Minimize Right-of-Way Acquisitions with the objective being to preserve existing houses, businesses and open space.
2. Reduce Air Pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels.
3. Improve Safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
4. Relieve Congestion and reduce intrusion of traffic into communities and neighborhoods by adding needed capacity, deploying Transportation Systems Management and Transportation Demand Management technologies and strategies (TSM/TDM), and maximizing use of the Alameda Corridor.

It was moved by Member McCarthy, seconded by Member De La Torre, to adopt all four principles.

Co-Chair Colonna said that the City of Long Beach requested added an additional guiding principle and modified wording for the other principles. Co-Chair Colonna introduced the following changes to the principles:

2. Identify and minimize both immediate and cumulative exposure to Air toxics and Pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels as well as in project planning and design.
4. Relieve Congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that includes adding needed capacity as well as, deploying Transportation Systems Management and Transportation Demand Management technologies and strategies (TSM/TDM), to make full and~~maximizing~~ use of freeway, roadway, rail and transit systems. ~~the Alameda Corridor.~~
5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

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Member Andrews suggested adding language to Guiding Principal #1 that special consideration be given for economic compensation in the event of residential takes. Member McCarthy suggested that the issue be held until more specific right-of-way impacts are known.

After discussion among the OPC members, Members McCarthy and De La Torre accepted Co-Chair Colonna's amendments to their motion.

ROLL CALL

AYES: Member Crespo, Member Ramos, Member Andrews, Member McCarthy, Member Noguez, Member De La Torre, Member Bangalore, Member Dear, Member Maekawa, Member Hein, Member Warren, Member Burlingham, Co-Chair Colonna, Co-Chair Pena.

NOES: None.

ABSTAIN: None.

ABSENT: Member Cole, Member Gurule, Member Pedroza, Member Daniels, Member Davis, Member Molina.

D. Consideration of a Motion Directing the Technical Advisory Committee (TAC) to start with Alternative B and create a "hybrid" alternative that combines appropriate elements from all 5 alternatives. These elements must be acceptable to each affected city with the purpose of minimizing right-of-way acquisitions and the objective of preserving existing housing stock, yet work together as an integrated strategy consistent with adopted guiding principles.

Richard Powers introduced this item, saying that it had been drafted by Gateway Cities COG staff in an attempt to merge the MTA Board action with the desires of the corridor cities. He said that the intent of the proposed action is to provide specific direction to the TAC as it continues its deliberations on the five alternatives.

It was moved by Co-Chair Colonna, seconded by Member De La Torre, to approve the recommended direction to the TAC.

Fahardi Bahrn, Communities for a Better Environment, said that he felt it was premature to adopt the motion because the five alternatives under consideration are prejudiced because a flawed process produced these five alternatives. He said that the OPC should go back to the initial set of twelve alternatives.

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Augustus Ajawara, City of Compton, said that the OPC should not segment the TAC process because decisions made by one city affect the others. He said that the TAC should continue to deliberate as a whole.

Marta Segura, Communities for a Better Environment, and Julie Masters, NRDC, said that a decision should be deferred.

ROLL CALL

AYES: Member McCarthy, Member De La Torre, Member Bangalore, Member Maekawa, Member Hein, Member Warren, Co-Chair Colonna, Co-Chair Pena.

NOES: Member Crespo, Member Ramos, Member Andrews, Member Dear.

ABSTAIN: Member Noguez, Member Burlingham.

ABSENT: Member Cole, Member Gurule, Member Pedroza, Member Davis, Member Molina.

Member Argumedo returned to the meeting at 8:20 p.m.

E. Consideration of the Creation of I-710 Citizens Advisory Committees

Richard Powers introduced the item. He said that there has been discussion of ways to improve public input to the study process and that an idea was to create citizens advisory committees, perhaps two committees, one for the area north of I-105 and one for the area south of I-105. He asked for Committee discussion.

Co-Chair Colonna suggested the Committee take the proposal under advisement, and consider establishing a committee for future study phases.

Member McCarthy said he was concerned about the costs of establishing and staffing the committee and who would fund the cost of the committee.

There was discussion among the OPC members as to how representation of the citizens committee would be determined.

It was moved by Co-Chair Colonna, seconded by Member Dear, to create a citizens advisory committee and to come back at the next meeting with comments from the cities

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as to how to structure the committee. Member McCarthy recommended that recommendations should also be solicited from the TAC. Co-Chair Colonna and Member Dear accepted Member McCarthy's amendment to their motion.

Malcolm Carson, Legal Aid Society, said that tactics should not be used to reduce public involvement, such as arguing that the study must be hurried or the chance to obtain federal funds will be lost. He said he rejects that argument categorically; let's do it right no matter how long it takes. Furthermore, he said that the statement that Caltrans will act if the OPC doesn't act is not correct. He said Caltrans can't do whatever they want with I-710; they are subject to MTA and SCAG planning and programming processes.

Fahardi Bahrn, Communities for a Better Environment, asked if the original twelve alternatives were included in the previous motion. Co-Chair Pena responded that no, the motion was not amended to include all twelve initial alternatives, and that it directs the TAC to develop a hybrid alternative from the final five alternatives.

Co-Chair Pena asked for two separate votes on the pending motion. The first was on the motion to create a citizen advisory committee.

ROLL CALL

AYES: Member Crespo, Member Argumedo, Member Andrews, Member McCarthy, Member Noguez, Member De La Torre, Member Bangalore, Member Dear, Member Maekawa, Member Hein, Member Warren, Member Burlingham, Co-Chair Colonna, Co-Chair Pena.

NOES: None.

ABSTAIN: None.

ABSENT: Member Cole, Member Gurule, Member Pedroza, Member Davis, Member Molina.

Co-Chair Pena then asked for a vote on the motion to seek recommendations from the cities and the TAC on the structure of the committee.

ROLL CALL

AYES: Member Crespo, Member Argumedo, Member Andrews, Member McCarthy, Member Noguez, Member De La Torre, Member Bangalore, Member Dear, Member Maekawa, Member Hein, Member Warren, Member Burlingham, Co-Chair Colonna, Co-Chair Pena.

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NOES: None.

ABSTAIN: None.

ABSENT: Member Cole, Member Gurule, Member Pedroza, Member Davis, Member Molina.

F. Adoption of Meeting Schedule for the Oversight Policy Committee

1. Consideration of a Workshop focusing on the Environment and Public Health
2. Consideration of a Workshop Focusing on Congestion, Mobility and the Economy

Richard Powers introduced a tentative schedule which proposed to hold the first OPC workshop on June 25 at Progress Park in Paramount, and the second workshop on July 9, also at Progress Park. It was noted that since these would be workshops not requiring action items by the OPC, a quorum would not be necessary to be present in order for the workshops to proceed.

It was the consensus of the Committee to adopt the proposed meeting schedule.

VIII. Adjournment

It was the consensus of the Committee to adjourn. Co-Chair Pena adjourned the meeting at 8:45 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Wednesday, June 25, 2003
6:30 p.m. Meeting*

*Progress Park Community Center
15500 Downey Avenue
Paramount, California*

AGENDA

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- A. AGENDA ITEM: at the time the I-710 Oversight Policy 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 I-710 Oversight Policy 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 - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

VI. CONSENT CALENDAR

- A. Minutes of the Meeting of May 28, 2003

VII. REPORTS

- A. Gateway Cities Council of Governments Suggested Outline for a Citizen Advisory Committee
- B. Workshop on The Environment and Public Health in the I-710 Corridor

Panel No. 1 – The Los Angeles River Environment

- a. Ms. Belinda Faustinos, Executive Officer, San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
- b. Mr. Arthur Golding, President, Los Angeles and San Gabriel River Watershed Council

Panel No 2 – Public Health and the I-710 Corridor

- a. Ms. Andrea Hricko, MPH; Associate Professor of Preventive Medicine, University of Southern California
- b. Long Beach Asthma Alliance for Children with Asthma
- c. Mr. Jack Broadbent, Director, Air Division, Region 9, United States Environmental Protection Agency
- d. Dr. Elaine Chang, Deputy Executive Officer, Planning, Rules, and Area Sources, South Coast Air Quality Management District
- e. Mr. Henry Hogo, Assistant Deputy Executive Officer, Science and Technology Advancement

Questions and Answers

VIII. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

**MINUTES OF THE MEETING
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

June 25, 2003

I. Call to Order

Co-Chair Colonna called the meeting to order at 6:55 p.m.

II. Roll Call

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Hugo Argumedo, Commerce; Keith McCarthy, Downey; Hector De La Torre, South Gate; Louis Byrd, Lynwood; Gene Daniels, Paramount; John Calhoun, Port of Long Beach; Sharas Bangalore, Caltrans; Ray Maekawa, MTA.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Eric Perrodin, Compton; Frank Gurule, Cudahy; Juan Noguez, Huntington Park; William Davis, Vernon; Gloria Molina, County of Los Angeles; Thomas Warren, Port of Los Angeles; Zahi Faranesh, SCAG.

ALSO PRESENT: Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Robert Messinger, Gateway Cities COG.

III. Pledge of Allegiance

Co-Chair Pena led the Pledge of Allegiance.

Co-Chair Colonna thanked the public for attending and for their interest. He stated that, as everyone knows, I-710 has many problems and we will need to take a long-term view. He said that many residents and commuters have abandoned the use of the freeway and that it will take everyone working together to tackle this transportation challenge.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

Co-Chair Colonna asked if any members of the public wished to comment. He requested that speakers fill out a 3" x 5" card and to restrict their comments to three minutes in the

interest of time as the agenda is full. He explained that the meeting might run between two and half and three hours, but that the committee members can be approached individually after the meeting as they tend to stay around to talk to people.

Marta Segura, Communities for a Better Environment, said that she was glad to hear that the OPC will be addressing the question of the Citizen Advisory Committee. She said she wants to be involved and wants to make sure that the communities are represented on this committee. She said that before there is an increase in capacity on I-710, a baseline air monitoring study should be conducted first. She said she wants to know the existing pollution levels. Ms. Segura said that it was inappropriate for the OPC to take the vote to pursue a hybrid alternative. She asked that the OPC freeze the process and stated that she is not sure that any of the alternatives address the air quality issue. She said that we do not know enough about the science and it is premature to make this decision.

Mr. Bob Eula, resident, City of Commerce, said that the plans show the takings of homes. He said that he believes that there are alternatives that should be explored. Why not use the riverbed? Why not use electric trains to move freight? Why is it necessary to disturb the cities? He said he has heard about the constraints with the river such as needing wetlands for the river. But, Commerce is already at the hub of the railroad lines and yard operations. Rather than use Atlantic Boulevard, he said that the project should use an alignment along Bandini Boulevard to connect I-710 to I-5 as there are no homes there. He said too many trucks are using Washington Boulevard and that we need to get the trucks off of Washington. He asked why the OPC is thinking of bringing more trucks down the freeway when the Alameda Corridor is not being used enough. He recommended subsidizing the Alameda Corridor.

Silvia Betancourt, resident, City of Commerce, noted that she has been a 40-year resident of the City of Commerce and said that the expansion of the I-710 freeway took them by surprise. She has been organizing meetings in her neighborhood to get people informed. People in her community have been experiencing health problems and people are starting to tie all the illnesses to what is going on around them. She said she thinks that the OPC needs to do more research and education on the health effects of a freeway.

Anna Arriola, resident, City of Commerce, said she wants to know why changes are being made to I-710 when the I-110 freeway is the main freeway for the ports. She also recommended greater use of the Alameda Corridor to move freight to a major distribution center out in the desert.

Angelo Logan said that the communities are in a health crisis because of the existing freeway. He stated that the I-710 study is all about moving freight and that's all. Lives should be more important than moving freight. He said that the preliminary environmental assessment for the study hasn't even been completed yet, which indicates how important that is relative to moving freight. Mr. Logan also stated that the CAC structure as proposed by staff is unacceptable and that community based organizations should take the lead in determining the makeup of the Citizens Advisory Committee.

Tanya Bernard, Bus Riders Union, said that air pollution and air toxins are already a problem in our area. She listed examples of air pollutants and summarized some of their

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negative health effects, such as: butadiene, benzene (formaldehyde), carbon monoxide, and ozone. She said that the committee should research other viable solutions than just expanding the freeway. For example they could consider bus-only lanes.

Martha Arguelo, Director of Health & Environmental Programs for Physicians of Social Responsibility, said that the OPC should seek new and creative solutions to address the health concerns in the corridor. She said it is known that these air toxins contribute to cancer risk and that the OPC has an absolute responsibility to reduce existing cancer risk. She said that the OPC should use the EPA's new guidelines on environmental justice methods and procedures.

Betty Avila, resident, City of Bell Gardens, said that she has lost family members because of the air toxics from cars and other sources. She said the OPC should listen to the residents. She said she realizes that you need to do something about the traffic, but take the good ideas that are presented here.

Cirilo Juarez, Bus Riders Union, spoke in opposition to the project because of its effects on the environment. He said that it is contractors who are behind the I-710 project and that the OPC needs stop benefiting and serving the corporate interests. He said that we need to consider CNG, electric trains, and solar power.

Alan Hose, President of the Windward Village Mobile Home Park, Long Beach, said that one of the components of Plan C involves the expansion of the 103 (Terminal Island Freeway), which brings it next to their mobile home park. Essentially, this would divide this neighborhood in Long Beach in two. Also, if there is an accident it could happen right on top of them.

Robert Cabrales, Communities for a Better Environment, said that he was disappointed that the absent OPC members would miss hearing the presentations regarding the environment. He said he is concerned with the level of participation of the OPC members. He requested translation equipment for those who do not speak English. He said that there should be more community participation in cities outside of Long Beach, Commerce, and Bell Gardens.

Joaquin Madrigal, resident, City of Bell Gardens, spoke in opposition to the proposed expansion of the freeway.

Pepper Russell, resident of west Long Beach, spoke in opposition to the expansion of the I-710 freeway and commented that there had been a lack of public information on the project. Also, she asked, why does Long Beach need to be the biggest port? Why not spread the cargo out to other ports in the U.S.?

VI. Consent Calendar

- A. Minutes of the Meeting of May 28, 2003.

It was moved by Member Dear, seconded by Co-Chair Pena, to approve the consent calendar. The motion was approved unanimously.

VII. Reports

- A. Gateway Cities Council of Governments Suggested Outline for a Citizen Advisory Committee

Richard Powers, Gateway Cities Council of Governments Executive Director, presented a report on the suggested outline for the Citizen Advisory Committee (CAC). The formation of a CAC was discussed at the May 28, 2003 OPC meeting as a means of addressing the fifth guiding principle: improve public participation. He said that staff has developed an outline for the proposed structure of the CAC, which is basically a position paper. The goal is to proactively engage the communities and to help establish community priorities. A 40-member CAC committee is proposed that would report to the I-710 OPC. 18 members would be appointed by the participating cities and county, with the City of Long Beach having 3 or 4 positions of the 18, since over a third of the I-710 corridor is located in the City of Long Beach. Another 10 members would be represented by businesses, institutions, or key stakeholders in the corridor. Another 10 members would be selected by the CAC members themselves. The last two positions would be filled by the Chair of the I-710 TAC and the Chair of the I-710 Enhancements Committee. The I-710 CAC would advise on design solutions on a community level and would also review programs and solutions on issues such as safety and human health. The CAC would also be involved in developing consensus and the on-going engagement of the various communities and interests in the corridor. Once the structure of the I-710 CAC has been identified, then the next step is to take it back to the four funding partners (Caltrans, MTA, Gateway Cities COG, and SCAG) for their concurrence as part of the I-710 agreement.

Member McCarthy asked about the number of CAC members. Why 40? Where did that number come from?

Richard Powers responded that Gateway Cities COG staff spoke to other agencies to obtain information on their experience with citizen committees. He said staff is certainly flexible as to what might be the best structure. The goal is to address the community interests and those of the cities.

Member Dear commented that 40 members for the CAC may not be enough. He said that the CAC should have every affected neighborhood represented, as well as every city along the corridor, along with organized labor, environmental interests, and others so that different perspectives are heard.

Co-Chair Colonna explained that the City of Long Beach has taken some recent actions with regard to the I-710 Study. The Long Beach City Council has formed an I-710 oversight policy committee of its own made up of council members from affected districts. He said that if there is a 40 member I-710 CAC, then it will need a subcommittee made up of

representatives who will roll up their sleeves and get out into the neighborhoods to cast as large a net as they can so that they can speak for the communities. He said that perhaps several subcommittees are needed. It is clear that there is dissatisfaction in communities with how the freeway functions today. It is also important that the CAC be structured in such a way that it does not upstage the efforts of city councils like Long Beach that are putting methods in place to interface with their residents.

Member De La Torre reviewed the physical layout of the I-710, the Los Angeles River, and the bordering local jurisdictions. He counted nine jurisdictions that are physically impacted, mostly because of their proximity to I-710 or the 103 freeway. He suggested that the 10 open slots could be filled with representatives from these cities; thereby giving the localities that are most impacted at least two positions on the CAC.

Member Argumedo followed up on Member De La Torre's comment. Member Argumedo stated that he wanted to look at equitable representation. The process should take into account those cities that are most affected and also take into account equal representation on the board.

Member Maekawa said he wanted to echo the sentiments of several of the other speakers. The committee is off to an excellent start. MTA wants to strengthen the public outreach. For example, the MTA board asked staff to look at forming a residential advisory committee (RAC) for mostly the unincorporated areas affected by the I-710 freeway, which is a large population. He would like to see the support requirements as well as the potential costs be defined as part of the formation process for the CAC. This issue should be deliberated by the OPC as a stand alone item. Member Maekawa commented that this is just a first step and that we still need to go into the environmental process. He recommends that the CAC give input on these health and community issues and help define the scope of work for the next phase of the project.

Member Pena commented on the active role that some of the cities have had in the process to reach out to their communities. He agrees that the 10 at-large slots should emphasize the affected areas. For example, the City of Maywood is not directly affected and their issues would be adequately represented with their single member.

Member Daniels commented that we have some real problems to deal with on I-710 and that he hopes that the CAC will come in with some good solutions and to join in on the dialogue.

Member McCarthy said that it was his assumption that the CAC would be made up almost entirely of residents. There are those, as in his city, who are affected as users of the freeway and also because they fall within the travel shed of the corridor. He thinks that

structure of the CAC should take into account three tiers: (1) those affected by a potential taking of properties; (2) those next to the I-710 freeway; and (3) those in a city in the I-710 influence area.

Member Dear asked for clarification on who selects the "at-large" members in the current proposal. Is it the other 30 TAC members? Richard Powers affirmed that this is what is currently proposed. Member Dear said that there should be some members on the

committee with special expertise, for example organized labor or environmental groups that can provide data and research.

It was then moved by Co-Chair Colonna, seconded by Member Dear, that the four partner agencies and the two co-chairs meet to develop a structure for the Citizen Advisory Committee and bring it back to the next meeting of the OPC. Co-Chair Colonna said that this would allow each of the OPC members to take comments from the public and from their respective city councils. After some discussion on the importance of having an environmental specialist participate in this process, Co-Chair amended the motion to include a staff person from the South Coast Air Quality Management District. Member Dear accepted the amendment to the motion. The motion was approved unanimously as amended.

B. Workshop on The Environment and Public Health in the I-710 Corridor

Panel No. 1 – The Los Angeles River Environment:

Mr. Arthur Golding, President, Los Angeles and San Gabriel River Watershed Council;

Ms. Belinda Faustinos, Executive Officer, San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy.

Mr. Golding described the environment of the Los Angeles River watershed and the approach that the Council is pursuing to revitalize the river system. Major themes included: landscape, vision, political will, land, and funding. Mr. Golding stressed multiple-objective planning; where the land will come from to revitalize the river (linear parcels such as major utilities, freeway rights of way, railroads; big industrial sites, and major public sites); and the importance of leveraging funds. Mr. Golding said that he sees the I-710 project as an opportunity for achieving multiple objectives – addressing the transportation problem and improving the Los Angeles River – by working cooperatively and combining funds.

Ms. Faustinos discussed the objectives of the Conservancy, which include: preserving open space, improving public access to parks and recreational facilities, and enhancement of water quality and water systems. They have a river parkway plan for the Los Angeles River and approximately 34 projects in the works. Ms. Faustinos reviewed each of the proposed build alternatives (C, D, and E) and discussed the potential impacts that these alternatives might have on the Conservancy's proposed projects such as land acquisition or loss of existing open space, barriers to the river and nearby facilities, and visual impacts. Ms. Faustinos also discussed opportunities for environmental mitigation

associated with the I-710 project as well as the need to integrate freeway design with existing and future river enhancement projects.

Panel No. 2 – Public Health and the I-710 Corridor:

Ms. Andrea Hricko, MPH, Associate Professor of Preventative Medicine, University of Southern California;

Ms. Evangelina Ramirez and Dr. Felix Aguilar, Members, Long Beach Alliance for Children with Asthma;

Mr. Jack Broadbent, Director, Air Division, Region 9, United States Environmental Protection Agency;

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Dr. Elaine Chang, Deputy Executive Officer, Planning, Rules, and Area Sources, South Coast Air Quality Management District;

Mr. Henry Hogo, Assistant Deputy Executive Officer, Science and Technology Advancement, South Coast Air Quality Management District.

Ms. Hricko reviewed some of the air pollutants associated with vehicle exhaust including: NO₂, CO, aldehydes, and diesel particulates. With regard to diesel particulates, the fine (PM 2.5) and ultra fine (PM 0.1) particles are of most concern and a major contributor to cancer risk. We know that increasing the number of trucks increases local and regional air pollution. Ms. Hricko showed a slide of measured diesel particulates and carbon monoxide near the I-710 freeway, with the highest levels directly downwind of and within 100 meters of the freeway. Ms. Hricko presented information on the inverse relationship of lung function and air pollutants such as NO₂ and diesel particulates. She also provided a count of the schools within ½ mile and ¼ mile of the I-710 freeway – 29 schools and 10 schools respectively. Mr. Hricko then discussed TEU growth and forecasts and the primary paths that trucks use (up I-710 to inland counties such as Riverside and San Bernardino). Ms. Hricko provided a summary of recommendations that should be taken into account for studies and future plans for the I-710 freeway.

Ms. Ramirez is the mother of an asthmatic child and is a 13-year resident of the city of Long Beach. She discussed the ill health effects of living close to a freeway as well as adjacent oil refineries. She stressed that there is an existing health issue with I-710 and would like to see the OPC committee take steps to solve the problem. Dr. Aguilar commented that the goal is to prevent harm. He said health must be first and more important than commerce.

Mr. Broadbent explained the role of the EPA as an oversight agency and summarized the programs and policies that the agency is pursuing to help address the air quality problem. EPA sets the national ambient air quality standards (NAAQS), provides information on the potency of diesel particulates, establishes rules and permit processes to monitor and improve air quality, and acts as a partner with state and local agencies to fund programs and adopt rules that are implemented on a national basis. Mr. Broadbent said that Southern California has the worst air quality in Region 9 and is in non-attainment for particulate matter and for ozone. EPA has recently promulgated a new standard for 8-hour ozone and for fine particulates (PM_{2.5}). Mobile sources contribute to diesel particulates and to NO_x (precursor to ozone). As a result, EPA has adopted new fuel standards, which are expected to reduce pollutants by 90% for new trucks and buses. To date their focus

has been on new engines (development cycle) and fuel that is sold. A problem for this area is the diesel engines that stay on the road for 20 or 30 years or more, which is why the EPA provides funds for diesel retrofits. The Gateway Cities COG is already a recipient of some of these funds.

Dr. Chang presented information on the regional efforts that SCAQMD is undertaking through the Air Quality Management Plan (AQMP) and other programs. The recent update for the AQMP establishes attainment dates for PM₁₀, 1-hour ozone, PM_{2.5}, and 8-hour ozone and describes methods that will be adopted as part of the AQMP and that are needed to reach attainment. Dr. Chang noted that the adopted plan makes significant reductions in future VOC and NO_x levels, but it still falls short. Thus, additional measures are needed. With regard to toxic air contaminants, SCAQMD is pursuing mobile source

control measures such as: mitigation fee program for federal sources; off-road mobile source equipment; and an emissions fee program for port-related mobile sources. In addition, SCAQMD has some environmental justice programs. These include: sub-regional analysis of the Alameda Corridor; establishment of CEQA localized significance thresholds; control of emissions from intermodal equipment; and regulatory options for reducing cumulative impacts. Dr. Chang pointed out that the I-710 Corridor overlaps with their Alameda Corridor sub-area. Their study has yet to start, but it will involve gathering ambient air quality data, emissions inventory enhancements, air quality modeling in both the existing and future years, and a health risk analysis.

Mr. Hogo discussed levels of measured elemental carbon in the Wilmington/Long Beach area at four sites that was obtained as part of the MATES II analysis. Elemental carbon was highest in the Wilmington area. SCAQMD's data shows that levels of elemental carbon are dropping and Mr. Hogo attributes this result to regulations that require enclosure of coke facilities and continued monitoring. He said that it is important to look at NOX levels as well as particulate matter. The modeling data indicates that by the Year 2010, about 31% of the region's NOX emissions can be attributed to on-road diesel. The real challenge will be how to reduce these levels. SCAQMD recommends a two part solution: (1) need to establish the new emissions standards; and (2) need to clean up the existing fleet. They will be looking at all levels (local, state, federal) and will target alternative fuels and standards for diesel engines.

Questions and Answers

Member De La Torre asked about the slide that shows the significant drop-off in diesel particulate levels after a distance of about 100 meters. He noted that one way to help resolve the existing air quality problem is to provide a buffer zone around the freeway, however, that is in direct conflict with other study goals such as preserving housing. People already live right next to the freeway. He doesn't see how that can be done without removing housing. How would you square that circle?

Ms. Hricko responded that she is aware that the California Legislature has already started to think about this issue in that they are considering legislation that would prohibit any new schools from being sited within 1000 feet of an existing freeway. In addition, 100 meters away doesn't mean that you are safe as the graph shows diesel particulates at distances

of 300 meters. Another consideration is a situation where no homes are taken, yet an additional lane would place the freeway closer to existing homes. Wherever you have significant numbers of trucks and vehicles on the freeway, you are upping the health risk significantly.

Member De La Torre commented that, in addition to the freeway, there is also the arterial system. Several major arterials either cross the freeway or parallel the freeway and these carry high volumes of trucks. He noted there are several conflicting pieces of information that need to be dealt with.

Mr. Hogo said that the background level of pollutants is higher than the standard, which means that the existing condition is unhealthy. Even without the freeway, there is a problem. Mr. Hogo said he believes that cleaner technology such as alternative fuels is the way to go. A buffer zone might help with local air quality impacts, but not at the regional

level. Ms. Hricko commented that NOX is also a pollutant that needs to be examined, not just the diesel particulates. The study should look at all the different types of pollution.

Co-Chair Colonna commented that the region needs to take into account the growth that is occurring. This affects the amount of freight traveling into and through the area. Ms. Hricko suggested that the committee hear from the ports about other options and new ideas on how they are trying to address this problem. Member Colonna concurred that the problem involves the entire transportation system and is not just limited to the I-710.

Member Crespo commented that they should focus on improving the existing air quality. He also has a concern about the other OPC members that are missing the meetings, yet who will make the decision. Co-Chair Colonna suggested that reminders be sent out before meetings. Mr. Powers explained that the COG calls the offices of those members who have not responded with an RSVP repeatedly for two days prior to each OPC meeting.

VIII. Adjournment

Member Byrd asked about the next meeting. Mr. Powers responded that the agenda for the next OPC meeting will focus on trucks and goods movement.

It was the consensus to keep the same meeting time for the next meeting – 6:30 p.m.

Co-Chair Colonna adjourned the meeting at 9:40 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Wednesday, July 9, 2003
6:30 p.m. Meeting*

*Progress Park Community Center
15500 Downey Avenue
Paramount, California*

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy 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 I-710 Oversight Policy 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 - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

VI. REPORTS

A. Workshop on Congestion, Mobility and the Economy

Panelists

Segment

- | | | |
|----|---|--|
| a. | Ms. Marianne Venieris, Executive Director,
Center for International Trade & Transportation, CSULB | CITT |
| b. | Dr. Joseph Magaddino, Chairman and Professor of Economics,
California State University, Long Beach | Economist |
| c. | Dr. Charles Woo, CEO, Megatoys | Shippers |
| d. | Mr. Tom Teofilo, Vice President,
Pacific Merchant Shipping Association | Ocean Carriers/
Terminal Operators |
| e. | Mr. Joel Anderson, Executive Vice President,
California Trucking Association | Trucking |
| f. | Mr. George Fetty, Railroad Consultant | Railroad |
| g. | Mr. Daniel Meylor, Branch Manager,
Carmichael International Service | Customs Brokers/
Freight Forwarders |
| h. | Mr. Domenick Miretti, ILWU Senior Liaison,
Ports of Los Angeles and Long Beach | ILWU |

Questions and Answers

B. Discussion and Possible Action Regarding I-710 Citizens Advisory Committee

VII. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

July 9, 2003

I. Call to Order

Co-Chair Pena called the meeting to order at 6:45 p.m.

II. Roll Call

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Sam Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Keith McCarthy, Downey; Juan Noguez, Huntington Park; Gene Daniels, Paramount; Hector De La Torre, South Gate; Louis Byrd, Lynwood; John Calhoun, Port of Long Beach; Naresh Amatya, Caltrans; Ray Maekawa, MTA.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Eric Perrodin, Compton; Fernando Pedroza, Lynwood; William Davis, Vernon; Gloria Molina, County of Los Angeles; Thomas Warren, Port of Los Angeles; Zahi Faranesh, SCAG.

ALSO PRESENT: Richard Powers, GCCOG; Don Camph, GCCOG; Robert Messinger, GCCOG; Deborah Chankin, GCCOG.

III. Pledge of Allegiance

The pledge of allegiance was led by Member Gurule.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

Co-Chair Pena asked if any members of the public wished to comment. He requested that speakers fill out a 3" x 5" card and to restrict their comments to three minutes in the interest of time. Several members of the public then spoke.

Mr. Flores, Commerce, said that present solutions are not the right formula for easing congestion for autos and trucks. We need to look at near-dock rail yards, and shipping

containers out to Ontario on rail. We need to present alternatives to single occupant autos; need rapid passenger rail along the freeway going to Los Angeles. Expanding the freeway is not the solution. US101 expansion has been killed; they have the political clout. The I-710 gap in South Pasadena should have been addressed first; he wants to see a level playing field. He said if we expand I-710, then also expand US101 and do the gap closure. We need to look at other alternatives; perhaps set up a non-profit organization to keep an eye on the agencies and elected officials; don't accommodate cargo at the expense of residents

Mr. Allen Hose, President of Windward Village Mobile Home Park Homeowners Association, Long Beach asked a point of information directed to MTA -- an MTA Board member allegedly told a friend of his that MTA has unofficially selected Alternative C, which includes the SR-103 extension past their Mobile Home Park. He referred to an April 29, 2003, Long Beach Press-Telegram article where two lines mentioned the SR-103 extension, using I-710 as a diversion for the extension of SR-103. He said he still believes that to be true; they are tired of electing officials that don't represent their constituents.

Mr. Gilbert Estrada, Physicians for Social Responsibility, said that we cannot solve the problem by more freeway congestion; more lanes on freeways create more traffic. He said both a UC Berkeley study and the SCAG regional growth management plan say that adding or expanding freeways does not reduce congestion. The "Big Dig" in Boston has saved only 3 minutes of travel time per trip; I-110 double decking has not reduced congestion. He urged the OPC to not break any laws during the study such as the Children's Health Protection Act. He said the I-710 study must do health risk assessment for children. The EPA standards for cancer risk are one per million for PM10 and PM2.5. The OPC should study Clean Water Act impacts and the environmental justice executive order prohibiting disproportionate impacts to minorities.

Mr. Bob Eula, Commerce resident, asked the OPC what their priorities are. Just expand the freeway? He said that a speaker at the last OPC meeting gave them information about diesel toxins and he hopes the railroads and trucking companies are considering that.

Ms. Coto, Commerce said she has a child with learning disabilities and knows of other children with speech problems and learning disabilities due to pollution impacts. She said she understands the need for jobs and the need to transport goods from the ports to the rest of the country, but we need a combination of railroads and trucks. Most trucks use I-710. She said we need to get trucks to use other freeways as well; we have rights to clean air and not suffer asthma; the pollution is killing us in our communities.

Mr. Robert Cabrales, Communities for a Better Environment, said that his organization wants the title to be "community advisory committee", not "citizens' advisory committee"; and that they want to have real community representation. They want the CAC to have veto power over the TAC and OPC.

Ms. Tanya Bernard, Bus Riders' Union, said she wants more CNG buses, which move people at less cost than autos. She expressed concern about the funnel effect of 8 lanes reducing to 2 lanes; it creates a backup that is unbelievable. Are you intending to widen all freeways and arterials? She said she is tired of not being represented; corporate interests

will have their way over the people, but bus riders oppose expansion of the I-710 freeway.

Mr. Linder, Long Beach, said the freeway is too narrow a viewpoint; 25 years too short a time horizon. We should be thinking in terms of a transportation corridor, an additional Alameda Corridor for redundancy, additional truck and auto corridors, and economic compensation to affected residents. It's a NIMBY attitude to move ports somewhere else; however unrealistic, cargo could come to ports in Mexico and then move to the U.S. in less safe and more polluting trucks.

Mr. Osornio, San Pedro, said that they are going to do to you same thing as they did to Chavez Ravine. His idea of I-710 traffic is different; most trucks use I-110 or I-710 and come close to rail yards in East Los Angeles. He said he proposes that all trucks would have to pick up boxes at East Los Angeles yards, not at the ports. This would take 80 percent of trucks off the freeway. If cargo is destined within 15 miles of the ports, it can be picked up at the ports; if further away, then it must go by rail.

Ms. Acqui, Physicians for Social Responsibility, asked that Report item B, on the CAC, be discussed first, as many members of the public are more interested in that item.

Co-Chairs Pena and Colonna agreed to change the order of the agenda.

VI. Consent Calendar

A. Minutes of the Meeting of June 25, 2003.

Approval of the minutes was deferred to the next meeting as they had not been provided to the OPC members.

VII. Reports

A. Discussion and Possible Action Regarding I-710 Citizens Advisory Committee

Nancy Ramos of Commerce replaced Member Argumedo at this point in the meeting.

Richard Powers presented the item to the OPC. He said that at its May 25th meeting the I-710 OPC adopted a set of "Guiding Principles", including:

"5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation."

At its meeting of June 25th, the OPC directed staff to incorporate comments from that meeting and suggestions from a meeting of the co-chairs, the study funding partners and the SCAQMD into a proposal for consideration at its July 9th meeting. Mr. Powers reported that staff had met as directed and has the following proposal to offer for OPC consideration.

Purpose of I-710 Citizens Advisory Committees (CACs)

A. Solicit community (residents, businesses, institutions, labor, environmental and health interests, etc.) input and engagement on issues of local and regional

importance relating to the present and future of the I-710 Corridor from the Port of Long Beach to SR-60.

- B. Encourage a representative and broad base of citizen participation both within and beyond the CACs
- C. Provide a vehicle to incorporate and respond to public input in planning for the I-710 Corridor.
- D. Assist the OPC and the TAC in educating and communicating information about the I-710 Program.
- E. Promote constructive dialogue in an environment of trust, credibility and mutual respect in the community outreach process and in the transportation planning process.
- F. Strive to understand and reconcile diverse interests and objectives.
- G. Develop consensus on a set of corridor solutions, including the hybrid alternative, consistent with the goal of reinvigorating corridor economies and sustaining safe, healthy and vibrant communities.
- H. Provide a long-term structure for community engagement with any environmental process that ultimately evolves from the Major Corridor Study to ensure that implementation is faithful to the community vision and the community outreach process.

Recommended Initial Two-Tiered CAC Structure

Tier One – Community Level

Tier One will consist of community level Community Advisory Committees. The communities are the 14 corridor cities and two unincorporated areas, with the understanding that the City of Long Beach may identify no more than four impacted communities based on the length (8 miles) of the freeway frontage within that City.

Each corridor community may, through its city council (or for unincorporated areas through its County supervisor), establish a citizens committee whose focus is strictly on issues related to the I-710 Corridor and its current and future impacts on their communities.

Many of the corridor city councils, as well as the unincorporated area in East Los Angeles, have already developed such committees or are in the process of doing so. For directly impacted communities (those where potential right-of-way needs have been identified), the professional outreach facilitators will assist in forming a Tier One committee if the City Council or County Supervisor has not done so. For indirectly impacted communities (those where no potential right-of-way needs have been identified), the formation of a Tier One committee will be optional.

Members of Tier One committees will be drawn from impacted neighborhoods and are

encouraged to incorporate representation from existing neighborhood-based associations. Each Tier One committee will elect a chairperson to guide the meetings and reconcile issues.

Tier Two –Corridor Level

The Corridor Level Advisory Committee is a broad based corridor-wide body. The initial membership will consist of:

- The Chair of each Tier One committee
- For each community that does not have a Tier One committee, a member appointed by the city council or County supervisor.
- No more than 15 members appointed by the OPC to provide representation from the environmental community, business, labor, institutions, and academia.

The Chair of the I-710 Technical Advisory Committee
The Chair of the I-710 Enhancement Committee

In order to empower the CAC to engage additional perspectives or interests that it deems important, the OPC will delegate to the CAC the authority to appoint, by unanimous vote, up to 10 additional members.

With the professional facilitator as a resource, this Advisory Committee will structure itself and its work based on key issue areas that are identified by the Tier One grass roots committees. These issue areas might include:

Health/Environment/Quality of Life
Mobility (Congestion/Safety/Access)
Economic Development
Land Use/Urban Design

The structure should include procedures and mechanisms to encourage consensus building in the development of the hybrid alternative. This consensus building process must be most sensitive to the input of the directly impacted communities. The procedures and mechanisms to ensure accurate communications with the OPC will need to be codified and presented to the OPC for ratification.

Mr. Powers then requested discussion among the OPC members on the proposal.

Member McCarthy asked for a clarification of how many members would sit on the Tier II CAC.

Member De La Torre noted that up to 46 members could be seated on the Tier II CAC.

Co-Chair Pena asked for the sense of the Committee as to how much time should be given for each city to form their Tier I committees. The consensus response was that one month should be enough time.

Member McCarthy requested that staff look at creating an online “whiteboard” on the

internet so that community dialogue can be increased on the issues and is available at all times, not just during scheduled meetings. He also recommended that the Tier II CAC not exceed 47 members.

Member Ramos asked whether the advisory committee has voting powers. Staff answered yes, but the CAC advises the Oversight Policy Committee.

Co-Chair Pena then asked if there was any public comment on the subject of the Community Advisory Committees.

Malcolm Carson, Legal Aid Foundation: He has submitted written comments to Mr. Powers. CAC should be given veto power over the OPC. CAC should have access to same consultant technical resources as the TAC. The CAC should have same structure as the formal Project Area Committees used for redevelopment projects. With respect to the proposed CAC structure, the structure itself doesn't conflict with effective community input, but it is still not clear how the Tier I group establishes legitimacy. Waste of everyone's time if CAC not given formal role and veto power over the OPC decisions.

Robert Cabrales, CBE: He has several concerns about the CAC proposal. 1) Not enough time was given in advance to review this proposal; 2) 15 members to be appointed by the OPC is problematic, there will be a bias towards freeway expansion; 3) use of a professional facilitator worries him given the performance of the other outreach consultants used in the study.

Regina Taylor, Sierra Club and Citizens for a Better Environment: She wishes they had access to the proposal prior to the meeting. She has a concern about the hybrid alternative; what if the community comes back with a preference for the No Build alternative, will this be acceptable? The I-710 project is a port expansion issue as port trucks are the cause of the problem.

Barbara Mead, West Long Beach Homeowners Association: Wish they had a chance to review the CAC proposal prior to the OPC meeting.

Co-Chair Colonna said that he wanted to respond to comments being made. The Long Beach City Council I-710 Advisory Committee will have public hearings before establishing a city position on I-710 improvements. He said that there are 5-10 years of continued planning before a final plan is adopted; we're just at the beginning of the process, but we need to move forward to fix a bad freeway.

A member of the public stated that they don't want expansion, just resurfacing of the I-710 freeway. We were told no houses will be taken, yet the OPC is still saying that potential right of way will be taken. What is your position?

Co-Chair Colonna said there could be right of way taken, but not residences.

Member De La Torre responded that the hybrid concept is a direction to mix and match features of the alternatives, not a specific plan.

Member Ramos said that we are not really at the beginning of the process. If we really are

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at the beginning, why not start over again? We should take all current options off the table. Three council members from Commerce are conflicted due to property locations near one or more of the final alternatives. She proposed that they go back to No Build and start over.

Co-Chair Pena responded that the community advisory committees will go back to the original alternatives.

Member Dear said that after looking over the CAC proposal of the staff, he requested elected representation of CAC members; Carson has one affected residential community.

Co-Chair Colonna said that he agrees with Member Dear. He responded to Mr. Carson's comments regarding the analogy to PACs: we do want to have meaningful community representation. Community groups will have a democratic process to elect their representatives. The OPC must do something as we will be held under the mantle of a defective freeway and air quality impacts; we need to fix the freeway and address air quality impacts.

It was moved by Co-Chair Colonna, seconded by Member De La Torre, to approve the staff recommendation.

Member Daniels said he encourages citizen participation, but we need solutions. There is a problem that needs to be addressed. We need a win-win outcome.

Member De La Torre requested a point of information. Will the cities have 30 days to appoint CAC members?

Member McCarthy suggested that cities have 30 days to appoint members and that no more than 47 members in total be appointed.

Commerce Councilmember Argumedo said he was concerned about proportional representation relative to impacts; he said he wants in writing that any city can veto the overall plan if against their interests.

Richard Powers said that there is a need to develop consensus because each city has an effective veto power through the required freeway agreement with Caltrans.

Member McCarthy asked that the recommendation be amended to read "two-thirds of the members may vote to add up to 10 additional members" rather than a majority.

Co-Chair Colonna said he would agree to amend his motion to require a 2/3 vote of the CAC members to add up to 10 additional members. The amendment was accepted by Member De La Torre.

Member Dear said he would rather make it a three quarters vote rather than a two-thirds vote, but that he would vote in favor of the motion.

The motion was approved unanimously.

A. Workshop on Congestion, Mobility and the Economy

Ms. Marianne Venieris, Director, Center of International Trade and Transportation (CITT) at California State University, Long Beach

Ms. Venieris said that she has assembled a panel of experts from academia and the shipping and logistics industry to present to the OPC perspectives on trade, traffic congestion mobility and the local and national economy. She first introduced Dr. Joseph Magaddino.

Dr. Joseph Magaddino, Chairman and Professor of Economics, California State University, Long Beach.

Dr. Maggadino said that he would confine his comments to international trade. Trade has increased 10% per year, three times faster than US economic growth. In 1950, trade was confined to east coast ports. He presented a slide of the rate of growth of container traffic for the twin ports of LA and Long Beach for 1990-2002. There have been many double digit growth years and the overall growth rate in container traffic has been greater than U.S. total container growth rate. There are 220,000 jobs in the region in logistics industries; 440,000 jobs, or 7% of total employment, in international trade. The Global Insight economic forecast predicts U.S. GDP growth of 3.1% per year, which means the economy will double by the year 2027. Exports are forecast to grow at an annual average rate of 6.3% per year, imports forecast to grow by 5.5% per year. Even if the twin ports hold their current market share of U.S. trade, by 2025 there will be 3-4 times growth in current cargo volumes through the ports.

Dr. Charles Woo, CEO of Megatoys, representing a southern California shipper, said that cargo mobility is important to his business and employees. He provided a brief background of his business, a toy importer, and similar businesses. His business has seen a change in the 24 years since it was started. It used to take 21 days to get products from Asia; it now takes 12 days. Manufacturing has expanded in Asia. Many customers

want just-in-time delivery. Many importers are small business owners and don't want their capital tied up in inventory. He said he was not talking about congestion that costs minutes or hours, but days delayed because of delayed turn times. They need cargo to arrive on time at the warehouse and the infrastructure to make it happen. What about the argument of sharing cargo flow with ports in other cities? In southern California, we have a critical mass of businesses and consumers; his firms does 1,000 forty foot containers per year. Many of the local businesses hire staff to support their trade based businesses. Trade creates jobs; many of his type of businesses require truck deliveries.

Mr. Tom Teofilo, Vice President of the Pacific Merchant Shipping Association, said that the PMSA was founded in 1919 and represents 85% of the California maritime industry. Considering container cargo growth, they were projecting 36 million TEUs by 2020 compared to 9.5 million today. The supply chain is Port authorities, ocean carriers, terminal operators, stevedores, the trucking community, warehouse and distribution centers, custom brokers and freight forwarders, railroads, plus many other ancillary industries and government agencies. They are committed to the efficient movement of international freight. As in any industry, the customer is the "reason for being." In international commerce, the importer or exporter of record, often called the cargo owner, is the entity

those in the supply chain aim to please. In turn, if you're a *Target* or *Wal-Mart*, your customer is the American public. It's important to remember, the ultimate customer for the volume of consumer goods imports is you and me!

Mr. Teofilo stated that, while the solution is complex, supply chain stakeholders are committed to resolving the immediate roadway congestion issue. Through cooperation between cargo owners and those in the supply chain, it is hoped that a plan can be worked out that would create a wider time window for container delivery and pickup at marine terminals, thereby reducing congestion on all arteries near the ports. 24/7 is a concept for the future. It's pretty much agreed that port operations will be conducted 24 hours a day when the cargo volume warrants and it is economically feasible to do so. Right now there is insufficient cargo to warrant around-the-clock operations. Cooperation in planning for extended gate operations now, will prepare stakeholders for the eventual 24/7 operations of the future.

Mr. Teofilo commented that the maritime industry has been proactive in addressing environmental issues. Voluntary Vessel Speed Reduction to 12 knots outside our harbor is responsible for a reduction of about 1.5 tons of nitrogen oxide per day. Terminal operators and shipping lines have become partners in exchanging yard equipment for alternate fuel vehicles, using emulsified diesel fuel, creating a 20% NOX decrease and a 50% reduction in particulate matter. Ports are investing in Diesel Catalytic Converter installations at terminals.

Mr. Teofilo said the maritime industry is committed to being a part of the solution to the growth-related problems associated with the movement of international commerce. Terminal operators, ocean carriers and shippers are currently in dialogue regarding expanded hours of operation within the ports of LA/LB. A conference is being organized to foster even greater communication among stakeholders. Cargo owners and supply chain executives will exchange viewpoints and evaluate the merits and prospects of extended

gate hours at San Pedro Bay container terminals. The conference is scheduled for August 14th, beginning at 8:00 a.m., at the Hyatt Regency - Long Beach. He said to watch for more details.

Co-Chair Colonna said that he was pleased to see the PMSA and stakeholders moving towards extended gate hours. He said we need to move to 24/7 operations now, not later. We can't build infrastructure that will accommodate traffic without 24/7 operations.

Mr. Teofilo responded that several terminals are operating over 70 hours per week; if all terminals would agree to operate second shift 1-2 days per week that would help.

Ms. Patti Senecal, California Trucking Association, reported that CTA has 2,500 members. She said the average member operates 10 trucks; many are family owned businesses living in the communities they serve, including ship-to-rail intermodal container traffic. CTA has advocated national diesel emissions standards, EPA has adopted new standards that take effect in 2007, and diesel engines under the new standard will be as clean as CNG engines.

Ms. Senecal presented an overview on the trucking industry. There are many sectors of trucks, one of which is intermodal port haulers. Forty percent of total port containers in

2002 were by truck between ship to rail; 14.8% of containers were delivered in the ports area, 12.5% were delivered to the ICTF and 12.7% were delivered to the rail yards in Commerce and Vernon. The operating cost is \$80/hr. for a company owned truck and \$55/hr. for an owner/operator. Many operators are "red lined" by insurance companies, as southern California is the cargo theft capital of the world. This has contributed to a 300 percent increase in operating costs over the past four years. Warehouses have moved further from the ports in order to access cheap land, therefore the yield per truck is greatly reduced; most can only do one turn per day. Congestion has had a big impact on truck productivity. The solution to congestion needs to be looked at on a network-wide basis, including not just I-710, but I-5, SR-60, I-10 and others. A great model for this analytical approach is the seven-state I-10 freight corridor study.

With respect to 24/7 operations, Ms. Senecal said that if the port gates are open trucks are willing to come, but asked will the warehouses be open? Plus there is a concern about cargo theft from any truck holding yards. She said to look to the 1984 Olympics plan as a model. MTA should look at a freeway service patrol specifically for big rigs for incident management, which would reduce the duration of truck-involved sig-alerts; the CHP says that the majority of I-710 sig-alerts involve big rigs.

Member Daniels asked if the high operating costs cause skimping on maintenance.

Ms. Senecal responded yes, among a small number of companies. Smart customers demand proof of safe vehicles by truckers. CTA also supports the Gateway COG truck scrapping program.

Mr. George Fetty, Railroad Consultant said that forty percent of containers from the San Pedro Bay ports are moving by rail. 14.8% (817,000) containers are loaded on trains on dock. 12.5% (690,000) containers are loaded at the ICTF on Willow St. 12.7% (700,000) containers are transported to the yards in East Los Angeles. A new BNSF yard near the ports would eliminate an average of 1,900 truck trips per day on I-710. Shuttle trains to the Inland Empire could reduce 1,100-1,500 truck trips per day. We could get up to 50% of the containers on the Alameda Corridor. Railroad user fees are an invisible tax on U.S. consumers living east of the Rockies. However, 50% of imports are going to southern California and can't travel by train.

Mr. Daniel Meylon, Branch Manager, Carmichael International Service, Custom Brokers/Freight Forwarders told the OPC that it is important to note that we have an infrastructure problem. Fifty percent of imports stay in Southern California. The majority of the imports/exports go to small and medium size businesses, which are an important component of the local economy. The brokers pledge to work with the PMSA and CTA on implementing 24/7 freight operations at the ports.

Dr. Domenick Moretti, ILWU Senior Liaison for POLA and POLB said that there is a need to expand port related infrastructure, but it is becoming difficult because of community impact issues. Two polarized views have developed: stop port growth versus unrestricted growth. He supports no restrictions on growth as cargo volumes are consumer driven. However, there are things that can be done to mitigate the impacts of growth. For example, he would favor reducing truck queuing times by expanding an appointment system, and a move to 24/7 operations.

Dr. Moretti said that increasing cargo volumes are putting a strain on regional infrastructure. Increasing trade will produce pressure to free up state and federal funds to improve infrastructure.

Following the presentations, there were several questions by OPC members and members of the public to clarify the information presented. The various presenters answered to clarify their information.

VIII. Adjournment

Co-Chair Pena adjourned the meeting at 10:30 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Wednesday, October 29, 2003
6:30 p.m. Meeting*

*Progress Park Community Center
15500 Downey Avenue
Paramount, California*

REVISED AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy 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 I-710 Oversight Policy 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 - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

VI. CONSENT CALENDAR

- A. Minutes of the June 24, 2003 and July 9, 2003 Meetings of the I-710 Oversight Policy Committee

VII. COMMUNICATIONS

- A. Communications from the City of Commerce Dated August 5, 2003

VIII. WORKSHOP ON HIGHWAY SAFETY

- A. Presentation on Interstate 710 Truck Corridor Safety Project
By Assistant Chief Art Acevedo and Captain Craig Klein, Special Operations Commander, California Highway Patrol
- B. Presentation on Freeway Safety Operations and Design
By Frank Quon, Deputy District Director Operations, Caltrans
- C. Presentation on Programming for Highway Safety Improvements
By Hamid Bahadori, Senior Policy Administrator, Automobile Club of Southern California

IX. REPORTS

- A. Update on Community Advisory Committees
- B. Request by the City of Commerce – Requesting the Deletion of Atlantic Boulevard Viaduct from Further Consideration

X. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

**MINUTES OF THE MEETING
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

October 29, 2003

I. Call to Order

Co-Chair Colonna called the meeting to order at 6:40 p.m.

II. Roll Call

Roll Call was taken by the Gateway Cities COG Executive Director.

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Sam Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Hugo Argumedo, Commerce; Isadore Hall III, Compton; Frank Gurule, Cudahy; Juan Noguez, Huntington Park; Keith McCarthy, Downey; Hector de la Torre, South Gate; Gene Daniels, Paramount; John Calhoun, Port of Long Beach; Sharas Bangalore, Caltrans; Thomas Warren, Port of Los Angeles; Hasan Ikhata, SCAG.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Fernando Pedroza, Lynwood; William Davis, Vernon; Gloria Molina, County of Los Angeles; Ray Maekawa, MTA.

ALSO PRESENT: Councilmember Nancy Ramos, Commerce; Bill Grady, Office of Congresswoman Linda Sanchez; Ronald Gonzalez, Office of Assemblyman Rudy Bermudez; Robert Farrell, Office of Assemblyman Mervyn Dymally; Adrian Garcia, Office of Assemblyman Alan Lowenthal; Bill Pagett, Chair, I-710 Technical Advisory Committee; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Robert Messinger, GCCOG General Counsel; Deborah Chankin, GCCOG Director of Program Development; Don Camph, GCCOG Transportation Advisor.

III. Pledge of Allegiance

Member Daniels led the pledge of allegiance.

IV. Amendments to the Agenda

Member Argumedo requested that Item IX. B. be moved to the front of the agenda. It was the consensus of the OPC to grant Member Argumedo's request.

V. Public Comments

Mr. Bill Grady, District Director for Congresswoman Linda Sanchez, expressed the congresswoman's regrets that she could not attend the meeting because she was in Washington. He said that Representative Sanchez is in support of safety improvements for I-710.

Mr. Noel Park, San Pedro Homeowners Association, stated that he was concerned about safety on I-710, but his specific comment was about air quality. He recommended two articles on air quality to the committee members: one article in the Los Angeles Business Journal on cancer risk, and the other article, by Dr. John Miller, which discussed the health effects of diesel exhaust. Mr. Park said that poor air quality is going to kill more people on I-710 than accidents and said that port activities continue to spill over onto neighboring residents. Mr. Park commended the Gateway Cities COG on their initiative to retire old trucks from operating on the freeways.

Mr. Bob Eula, Commerce, said that he would like to address two different items. The first has to do with the letter that the City of Commerce sent to the OPC. Mr. Eula endorses the position that the Community Advisory Committee (CAC) should have a vote with regard to the OPC decision to select a Locally Preferred Strategy. Mr. Eula would also like to see the Atlantic Boulevard viaduct component (Item 9B) dropped from further consideration in the study.

VI. Consent Calendar

- A. Minutes of the June 25, 2003, and July 9, 2003, Meetings of the I-710 Oversight Policy Committee

It was moved by Co-Chair Pena, seconded by Member Daniels, to approve the consent calendar. The motion was approved unanimously.

IX.B. Request to Delete the Atlantic Boulevard Viaduct from Further Consideration

Member Argumedo, City of Commerce, excused himself and was temporarily replaced by his colleague, Councilmember Nancy Ramos, due to a conflict of interest on this agenda item.

In presenting the item to the committee, Mr. Richard Powers reported that a majority of the Commerce City Council had been advised by legal counsel that they could not deliberate or vote on the I-710 Major Corridor Study because they live within 500 feet of the Atlantic Boulevard Viaduct that is currently proposed as part of one of the "build" alternatives. He said that the Commerce City Council has placed a formal request with the OPC that the Atlantic Boulevard Viaduct be dropped from further consideration. He reported that the staff engineers for both the Gateway Cities COG and the I-5 Joint Powers Authority have recommended that the Atlantic Boulevard Viaduct be eliminated. This would also have the effect of eliminating the conflict of interest that exists for a majority of the members of the Commerce City Council, which handicaps that City in being able to represent itself with respect to issues relating to I-710 within the City of Commerce.

Member McCarthy asked if there would be any unintended consequences if this element of the truckway concept were to be removed.

Mr. Jerry Wood, consultant engineer to the Gateway Cities COG, stated that this element would provide little benefit at a high cost. The intended purpose of the Atlantic Boulevard Viaduct is to provide a direct freeway connector between I-710 and I-5. Mr. Wood said that the missing connectors at I-5/I-710 need to be added, but not along Atlantic Boulevard. The I-5/I-710 interchange along with other interchanges such as the I-405/I-710 do need to be fixed.

Co-Chair Pena asked if conceptual plans for any alternative designs to the I-5/I-710 had been drawn up. Mr. Wood responded that they did not have specific solutions yet.

It was moved by Member De La Torre, seconded by Member Crespo, to eliminate the Atlantic Boulevard Viaduct concept from further consideration. The motion was approved unanimously.

At the conclusion of this item, Member Argumedo returned to the meeting, replacing Nancy Ramos.

VII. Communications

A. Communications from the City of Commerce Dated August 5, 2003

Mr. Richard Powers directed the committee's attention to a letter that had been received from the City of Commerce requesting that the I-710 OPC provide the Community Advisory Committee with a formal vote in the selection process for a Locally Preferred Strategy. Mr. Robert Messenger, legal counsel for the Gateway Cities COG, reported adding a voting member to the OPC would require an amendment to the existing Memorandum of Understanding among the four partner agencies that created the OPC (Gateway Cities COG, Caltrans, MTA, and SCAG), and that only those four parties have the authority to change the membership or voting authority of the OPC.

Co-Chair Colonna commented that not all of the cities have the same framework or process of assigning members to the CAC and that there is potential for uneven representation. The structure of the OPC provides one equal vote for each of the fourteen cities in the I-710 Corridor. He said that he sees the role of the CAC as being an important advisory body in the process, but not a full weighted vote. For example, he will pay close attention to the advisory committees in his city. Co-Chair Colonna asked other committee members for their comments and input regarding this discussion item.

Member De La Torre observed that the OPC is a representative board that is consistent with our system of government. He is reluctant to embark on a path that leads into uncharted territory with regard to state and federal decision-making procedures. Each of the cities' OPC members were elected by their communities and each can be being voted out. He said he does not feel that is appropriate to pass the buck to others. At some point, elected officials need to make decisions. Member De La Torre said he also shares Co-Chair Colonna's concern on the potential for uneven representation as to how the members of the CAC are selected.

Member Argumedo said that the letter in question was sent by the Mayor of Commerce. He said that he agreed with several of Member De La Torre's points. He, too, will be listening closely to CAC members from his city. He also noted that the City of Commerce has only one vote on the OPC and yet the City of Commerce bears a disproportionate amount of the impacts. Member Argumedo said that he was satisfied with the compromise for the structure of the CAC that was worked out during the last meeting by the OPC. He requested that Mr. Powers remind him and the committee what that compromise was. Mr. Powers replied that he could not recall the precise formula, but that staff could look this up and provide a response to the committee.

Member Daniels said that he concurred with Member De La Torre.

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Member McCarthy recommended that staff look into the Los Angeles Unified School District process for bringing public input to that body. He suggested they also formally include reports from the CAC on the OPC agenda at every meeting.

Co-Chair Pena reminded the committee of the two-tier process for the CAC committee structure. Member Argumedo asked Mr. Powers to describe the process and the intended communication structure between the CAC and the OPC.

Member Dear commented that the community advisory committees are integral to the process and the elected representatives are obligated to listen to what they have to say.

Mr. Alan Hose, Windward Homeowners Association, Long Beach, was recognized by Co-Chair Colonna. Mr. Hose directed the OPC members to the pages of the minutes from June 25th and July 9th OPC meetings that recount the discussion of the corridor-level CAC membership.

Co-Chair Colonna said that each city has its own process for nominating members as its representative(s) on the CAC. He requested that staff research the issue and report back on what was agreed upon at the next OPC meeting.

It was moved by Member McCarthy, seconded by Co-Chair Pena, to receive and file the communication from the City of Commerce. The motion was approved unanimously.

VIII. Workshop on Highway Safety

A. Presentation on the Interstate 710 Truck Corridor Safety Project, California Highway Patrol

California Highway Patrol Assistant Chief Art Acevedo said that the CHP is committed to safety on I-710. He is aware of the high profile accidents that have recently occurred on I-710, but would like to take the opportunity to present some accident statistics that might place these incidents in perspective. They estimate that 50,000 trucks are using I-710 each day and, of these, about 25,000 are port-related. I-710 averages 660 truck-involved accidents a year between Ocean Boulevard and I-5, but recent data indicates that this number is dropping. In 2000, there were 638 accidents. In 2001, there were 569 accidents. In 2002, there were 537 accidents. In part, this trend could be attributable to the fact that the I-710 was designated a Safety Corridor, which meant that a grant funded a program of safety improvements during the 2001 and 2002 time period. The focus of the safety improvements were on added enforcement and educational programs targeted to the businesses and trucking industries in the corridor. The CHP further notes that about 6000 accidents take place each year, countywide,

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which means that I-710 represents about 10% of these accidents. In truck-related accidents, about 50% of the time, the truck drivers are at fault and about 50% of the time it is the automobile driver. Oftentimes, it is the automobile driver who is making an unsafe move too close to a truck that creates the accident.

CHP Captain Craig Klein pointed out the charts on safety statistics. The majority of truck-related accidents occur during business hours. Truck accidents are also highest during the weekdays. For Saturdays and Sundays, the numbers are much lower comparatively. I-110 has about one fifth of the truck collision activity that I-710 has. It goes without saying that a tremendous number of trucks are on I-710. Consequently, the CHP devotes a lot of resources on a daily basis to inspection and enforcement. These fall into four categories: (a) mobile unit that conducts level 1 spot inspections of trucks; (b) white Camaros that write citations to trucks and also cars that make unsafe movements in front of trucks (approximately six of these vehicles work the I-710 corridor); (c) regular CHP patrol; and (d) additional units (funded, in part by grants) that are allocated to I-710 at different times as needed.

Member De La Torre asked the officers if they were aware of the truck inspection facility that has been proposed in the I-710 Study. Captain Klein responded that he and his officers have been participating in the Technical Advisory Committee meetings and that the CHP is aware of the proposal for a Class A port of entry facility and are very supportive. He also stated that a truck inspection facility of this type would also allow for CARB and AQMD to inspect trucks for emissions violations, which speaks to the air quality concerns that the committee has been discussing. The CHP finds that a vast majority of the accidents are attributable to "rules of the road" violations and only a small percentage are caused by truck equipment failure.

Chief Acevedo said that the problem is that there is way too much traffic for the facility. The left-side egress at the I-710/I-5 interchange is a particularly bad location; but that could be resolved by limiting truck access to this connector. The CHP is aware that engineering solutions cost a great deal of money; however, some things could be done immediately. For example, the advisory sign at the Washington Blvd. on ramp that directs trucks to use I-710 to SR-60 to access I-5 could be made into a regulatory sign.

Co-Chair Pena asked if there were some clear design problems that needed to be rectified. He described the portions of the I-710 where there is very little shoulder. Captain Klein replied that the lack of shoulder was a problem, but not an insurmountable one. Generally the patrol unit will pull the automobile off of the freeway to a local side street. This also helps address the congestion problem that occurs when other vehicles slow down to look.

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Member Daniels asked if the trucks were required to display a sticker that indicated they had met their inspection requirements. Captain Klein responded that there is a 90-day inspection sticker, but not all trucks are complying. The CHP can only spot check a small portion of trucks so they are not able to catch everyone. However, it is their observation that the overall condition of the trucks using the freeway has markedly improved in past five to ten years, particularly when compared to twenty years ago.

Member McCarthy asked if the CHP preferred an inspection facility within the ports, on the side of the freeway, or not at all. For example, placing a facility on the side of a freeway could create congestion as well. What does the CHP see as being the tradeoffs? Chief Acevedo said that given the state budget problems they would feel extremely lucky to get one inspection station. Two inspection stations would be highly desirable, but not likely.

Member Calhoun commented that less than 15 percent of all the vehicles using I-710 over a 24-hour period are trucks coming and going from the ports.

Chief Acevedo explained that it is true; that many trucks use the I-710 that are not necessarily going to the ports. However, the ports are a location where high numbers of trucks are concentrated, which makes it easier to enforce.

Member Calhoun asked if a state law could be enacted that required trucks to maintain a minimum distance from each other so that vehicles, including cars, can change lanes more easily and safely.

Captain Klein said that the Vehicle Code does contain a section that addresses tailgating. The enforcement of this measure is somewhat subjective on the part of the officer. He noted that the truck volumes on I-710 are very high; essentially the number three lane is already a "wall of trucks." If the state were to enact, say a 200 feet distance requirement, then it would likely create a huge queue that could back up into the ports.

Member Calhoun asked if the CHP had ever considered the use of cameras to speed up investigations of accidents. Chief Acevedo responded that they do use cameras, but that because of the liability issues as well as the family's right to know, it is important to conduct a full investigation to make sure that all the information is collected and analyzed. They consider a fatality accident to warrant the same level of scrutiny as a homicide.

B. Presentation on Freeway Safety Operations and Design

Mr. Frank Quon, Caltrans District 7 Deputy Director, provided a report on some of the recent safety improvements that are in process for I-710. These include:

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- advance guide signs for SB I-710 lanes to warn motorists of the upcoming left-side freeway connector for SB I-5 for the I-710/I-5 interchange
- warning signs of radar enforcement
- ramp meter adjustments at the I-105/I-710 freeway connectors
- corrected some pavement areas that were particularly bad
- pavement rehabilitation of I-710 between Rt. 1 and I-405, including shoulder improvements, new pavement, and improved vertical clearances
- reconstruction of I-710 in the vicinity of Del Amo Boulevard, including auxiliary lanes, bridge widening, and lengthened acceleration / deceleration lanes

The following projects are planned for I-710:

- pavement rehabilitation of I-710 north of I-405, including new pavement, lengthened acceleration / deceleration lanes, shoulder widening, and new concrete median barrier
- establish I-710 as a “port of entry”
- conduct feasibility studies to address the left-side connectors at the I-710/I-5 interchange
- reconstruct the Florence interchange
- provide overhead guide signs on SR-91 at the I-710/SR-91 interchange
- follow up on recommendations that result from the I-710 major corridor study such as the reconstruction of key interchanges; widening; or new lanes

Mr. Quon said that collaboration is the key to getting needed safety improvements. As I-710 is a safety corridor, they have been focusing on the “Three “E’s””: engineering; enforcement; and education. Their immediate plan is to build on corridor recommendations and actions; pursue added funding sources; promote expanded gate hours; support proposed safety inspections; and boost public outreach efforts.

Member Daniels asked if would be possible to increase the height of the median barriers for purposes of safety and to provide a visual barrier to motorists in opposing lanes so that they do not slow to view incidents.

Co-Chair Colonna cited the fatality accidents that have recently occurred on I-710 and he sees the lack of a concrete median barrier as a contributing factor. He would like to retain the funding for the I-710 pavement rehabilitation and improvement projects. Safety on I-710 is a very high priority.

Mr. Doug Failing, Director, Caltrans District 7, said that he agreed that this is the time to focus on the funding problem. The state budget issue is more than a general fund issue. It reaches into the special funds. The I-710 corridor is vital to the region. Consequently, Caltrans is looking into identifying and constructing high priority elements (e.g., the median barrier) of the program. Another approach would be to bond to pay for the proposed improvements and then pay off the bonds with future revenues. Mr. Failing said that this second approach would take a great deal of support from this committee.

Co-Chair Colonna said that he sees the median barrier as being the first step. He suggested that the committee look into drafting a request that would be submitted to Sacramento. Mr. Messinger recommended, in light of the fact that this was not an agenda item that a resolution be brought back at the next meeting of the OPC making this request. Mr. Failing said that he would provide the specific description of the concrete barriers for use in the resolution.

Member McCarthy asked if there was any evidence available that demonstrated that concrete median barriers prevented accidents.

Mr. Quon responded that the concrete median barriers are helpful, but they have had experiences with trucks penetrating a concrete barrier, depending upon the situation and the conditions. Mr. Quon noted that an additional benefit of a concrete median is that they are much easier to repair, which is both a time and a safety factor.

Mr. Failing said that they need about \$280 million for the project between I-405 to I-10. They are projecting that it will be less costly than their original estimates, because they have learned from their experience on the segment between Rt. 1 and I-405. Portions or pieces of the project (e.g., I-405 to Firestone) could be built for less, possibly \$110 million. About \$40-45 million would be needed for the median upgrades. The state of California has a cash flow problem, even though the funds have been authorized.

Co-Chair Colonna said this funding item will be placed on the agenda for the next meeting. He requested that staff work with Caltrans for the appropriate wording of the resolution or letter to Sacramento.

C. Presentation on Programming for Highway Safety Improvements, Automobile Club of Southern California

Mr. Hamid Bahadori, Senior Policy Administrator of the Automobile Club of Southern California, described the I-710 corridor from the perspective of the membership of the Automobile Club. He said that they have heard a lot about the I-710 from its members. Almost 50,000 trucks use the I-710 every day. I-710

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has outlived its standards and roadway designs. The “do nothing” alternative is not an acceptable option. He feels that it is advisable to approach the problem incrementally. Since head-on collisions tend to be the most horrific, the concrete median should be a high priority. Mr. Bahadori observed that I-710 has a higher proportion of the accidents occurring in the Los Angeles basin since 10% of the accidents are taking place on I-710, although I-710 is not carrying 10% of the region’s traffic. He said that to address the design problems, some right of way takes are going to be unavoidable. He said that the Automobile Club can assist in the lobbying effort through its access to five million club members and through staff legislative resources.

At this point, Co-Chair Colonna asked if there were any questions or comments regarding the workshop presentations.

Captain Klein said that CHP Headquarters had agreed to print 10,000 more safety brochures, 1,000 safety posters, and 2,000 bumper stickers.

Co-Chair Pena commented that he would like to see the ports move closer to a 24-hour/7-day operation. He cited CHP’s chart that shows the high proportion of accidents that are occurring during business hours.

Noel Park, San Pedro resident, commented that counting trucks on the freeway is not the same as counting cars. Traffic engineers consider trucks to be the equivalent of more than one car as they are longer and are slower to start and stop.

Linda Ivers, Long Beach resident, commented that safety is a concern of everyone’s. She said that she recommends that the Committee consider use of technology for safety improvements. She cited examples such as: having the ports refuse to load trucks that do not carry valid inspection stickers; truck license and registration renewals should require equipment inspection; and use of transponders and electronic readers that verify those trucks with an inspection certificates as an enforcement measure.

Alan Hose, Long Beach resident, suggested that diamond interchange designs are probably safer as he is aware of a truck that overturned on one of the ramps at the Pacific Coast Highway/I-710 interchange. He said he believes that the tight radius of the loop ramp was likely a contributing factor. Also, the transition from I-405 (NB) to I-710 (SB) is dangerous as there are too many weave movements occurring along this freeway connector in too short a distance. Mr. Hose also referred the Committee’s attention to the meeting minutes from the previous OPC meetings for the discussion of the proposed composition of the I-710 CAC.

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Chief Acevedo commented that a tax subsidy that encouraged shippers and receivers to stay open during night-time hours would be beneficial for a 24 / 7 truck operation.

Adrian Garcia, representing Assemblyman Alan Lowenthal's office, stated that they support safety measures for truckers and vehicles on I-710. They also support the proposed upgrades to the median barriers. He said that their office can be contacted if help is needed.

Member De La Torre said that when bad incidents occur on I-710, then the major arterials such as Garfield, in essence, become the I-710 freeway. Major incidents have taken place three times in the last two weeks. He requested that Caltrans or CHP notify the cities so that they can deploy their officers to handle the overflow traffic.

Chief Acevedo responded that they could do a better job of this and will try to do so in the future. Another measure that they can take is to make sure that they close freeways at major freeway interchanges so that traffic is not forced onto the local roadway network during bad incidents.

Bill Pagett, I-710 TAC Chair, commented that in the MTA Call for Projects the I-710 Intelligent Transportation Systems (ITS) improvement program has been included and will be moving forward. This program will consider items such as variable message signs for incident management. The County of Los Angeles has selected a consultant, who is expected to complete their work by June of 2005.

Member De La Torre said that the spillover traffic is not only a safety issue, but an environmental one as well, since the trucks are idling in the middle of residential neighborhoods.

Member McCarthy said that he observed that SCAG is including proposals in the draft Regional Transportation Plan (RTP), such as an increase in the gas tax (10 cents starting in 2010), to raise revenue to fund needed transportation improvements.

IX.B Update on Community Advisory Committee

Mr. Richard Powers introduced this agenda item. He summarized that the OPC had approved the Tier I and Tier II concept for the structure of the community advisory committees. He announced that the MTA had approved a contract with the firm of Moore, Iacafano, and Goltsman to coordinate the next phase of public outreach and to work with the community advisory committees. He introduced Linda Bybee, MTA Deputy Executive Director, who spoke regarding the for public outreach for the I-710 study. Ms. Bybee said that as the OPC works towards a

hybrid alternative, we will need to address the public's concerns as well as the transportation issues. She said that as we move into the environmental phase of the project, no issue will be left behind.

Ms. Bybee introduced the team of outreach consultants, led by Pat McLaughlin. Ms. McLaughlin introduced the balance of her team and provided some background information on her firm. She also briefly described the communication and decision-making structure of the community advisory committees, whereby recommendations will flow from the Tier I committees to the Tier II CAC and then on to the OPC. She envisions that it will be an iterative process, where they will build on successes to achieve consensus.

VII. Adjournment

For the next OPC meeting, a meeting date of Thursday, November 20th, was proposed and discussed. Since the nominations of the CAC will be on the agenda, it is important to pick a date where most of the members will be able to attend. As several members had conflict for the 20th, an alternative of Thursday, November 13th was identified as the best date.

It was moved by Member De La Torre, seconded by Member Crespo, to adjourn the meeting. The motion was approved unanimously.

Co-Chair Colonna adjourned the meeting at 9:00 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

Thursday, December 4, 2003

6:30 p.m. Meeting

**Bateman Hall
11331 Ernestine Avenue, Room 2
Lynwood, California**

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy 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 I-710 Oversight Policy 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 - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

VI. CONSENT CALENDAR

- A. Minutes of the October 29, 2003, meeting of the I-710 Oversight Policy Committee

VII. REPORTS

- A. Report on Progress of Community Advisory Committees

VIII. ACTION ITEMS

- A. Status Report and Possible Action Regarding State Funding for Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60
- B. Appointment by the OPC of up to 15 Members of the Tier 2 Community Advisory Committee

IX. COMMENTS FROM OPC MEMBERS

X. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

**MINUTES OF THE MEETING
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Bateman Hall
11331 Ernestine Avenue, Room 2
Lynwood, CA**

December 4, 2003

I. CALL TO ORDER. The meeting was called to order at 6:50 p.m. by Co-Chair Frank Colonna.

II. ROLL CALL. Gateway Cities Council of Governments Executive Director Richard Powers called the roll. A quorum was found to be present.

COMMITTEE MEMBERS PRESENT. Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Juan Noguez, Huntington Park; Louis Byrd, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; Gloria Molina, County of Los Angeles; Mario Cordero, Port of Long Beach; Sharas Bangalore, Caltrans; Ray Maekawa, MTA; Hassan Ikhata, SCAG.

COMMITTEE MEMBERS ABSENT. George Cole, Bell; Isadore Hall III, Compton; Keith McCarthy, Downey; Hector De La Torre, South Gate; Jim Dear, Carson; Thomas Warren, Port of Los Angeles.

OTHERS PRESENT. Richard Powers, Gateway Cities COG Executive Director; Deborah Chankin, Gateway Cities COG Director of Program Development; Robert Messinger, Legal Counsel.

III. PLEDGE OF ALLEGIANCE. Member Molina led the Pledge of Allegiance.

IV. AMENDMENTS TO THE AGENDA. There were no amendments to the agenda. Mr. Powers pointed out that an addendum to the staff report for agenda item VIII. A. was available at Members' seats and at the back of the meeting room.

V. PUBLIC COMMENTS. Co-Chair Frank Colonna called for public comments and requested that comments be limited to three minutes per speaker.

Angelo Logan representing East Yards Communities for Environmental Justice spoke about the need for adequate air quality modeling in the Preliminary

Environmental Assessment Report. Mr. Logan stated that the South Coast Air Quality Management District has many appendices about this in its documents. Mr. Logan distributed a 3-page document titled "Appendix -Key Studies on Air Pollution and Health Effects Near High-Traffic Areas Compiled by the Environmental Law and Policy Center and the Sierra Club."

Bob Eula chair of the City of Commerce Tier 1 Committee commented that Long Beach and Commerce are the most impacted cities. Commerce has two rail yards. Mr. Eula stated that there is a known alternative which is to use Bandini for traffic moving between the I-710 and the I-5. Mr. Eula was concerned that routing signage for this alternate had recently been removed by Caltrans. Mr. Eula commented that air pollution causes disabilities in children.

Norma Macias, a resident and employee of the City of Commerce stated that her son was born with a disability that was never precisely diagnosed. Ms. Macias believes that the air pollution in the area is the source of his problem and that of other children.

Robert Cabrales of Communities for a Better Environment stated that only the City of South Gate has information on its website regarding the I-710 Major Corridor Study. If the public is going to be well informed, other cities need to follow their lead.

Jorge Villanueva resident of Los Angeles and member of Communities for a Better Environment commented that the OPC should give the public earlier notice when it cancels its meetings or changes the location. Mr. Villanueva has asthma and is concerned about diesel emissions and health issues.

VI. CONSENT CALENDAR

A. Minutes of the October 29, 2003, meeting of the I-710 Oversight Policy Committee. It was moved by Co-Chair Peña, seconded by member Daniels to approve the minutes as submitted. The motion was approved unanimously.

VII. REPORTS

A. Report on Progress of Community Advisory Committees. Richard Powers, Gateway Cities COG Executive Director, recapped the OPC's previous motions concerning formation of the Community Advisory Committees and the adopted Guiding Principles.

Pat McLaughlin reported for the facilitators Moore Iacofano Goltsman (MIG.) Ms. McLaughlin distributed a copy of the Advisory Committee Structure and Charge and a matrix showing Advisory Committee Progress. Ms. McLaughlin reported that all of the six cities that are most impacted have formed Community Advisory Committees. Initial meetings have been productive and well received. She and Sam Gennaway of MIG will facilitate the OPC's discussion of its appointments to the Tier 2 committee and all Tier 2 meetings.

It was moved by Co-Chair Colonna and seconded by Member Noguez to continue the discussion of appointments to the Tier 2 Committee to the January 2004 meeting. In the meantime, the Co-chairs will forward a letter to OPC members regarding the imperative to appoint Tier 2 community representatives. The motion was approved unanimously. Member Argumedo asked that staff contact the cities to encourage them to complete their appointments.

VIII. ACTION ITEMS

A. Status Report and Possible Action Regarding State Funding for Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60. Mr. Powers reviewed the staff report on the proposed safety initiative.

Co-Chair Colonna stated that we need to aggressively pursue the six elements contained in the initiative in advance of the hybrid plan which could take a couple of years. Co-Chair Colonna expressed concern about the impacts of the state budget crisis and administrative transitions in Sacramento, although the project is moving along at the federal level.

Member Molina commented that given that there is very little money for 5 years, the 6 elements need to be prioritized. Concrete barriers are more important than paving rehabilitation. It was moved by Co-Chair Peña and seconded by Member Daniels that the I-710 Safety Initiative be approved and that notwithstanding the continuing desire to see the pavement rehabilitation move forward, the pending Caltrans projects should be unbundled and new concrete median barriers should be prioritized as the most important element to be advocated. The motion passed unanimously. The Co-Chairs will prepare a letter to send to Caltrans and state legislators.

Robert Cabrales, Bell resident commented that graffiti needs to be removed and more landscaping provided. Co-chair Sam Peña stated that he supports a solution to the problem.

Long Beach resident Alan Hose complimented Member Molina's leadership.

Commerce Tier 1 Chair Bob Eula thanked Member Molina for attending the OPC meeting. Mr. Eula announced a Town Hall meeting on December 13, and requested Caltrans to provide maps of planned interchange improvements.

Member Cordero requested clarification that the feasibility study requested in Element 4 of the report would consider whether truck inspection facilities at or near the ports were a good idea and would not just assume this. Staff agreed that this issue would be studied.

Member Molina requested clarification that we can build on the safety initiative to include environmental enhancements in the projects we advocate. Co-Chair

Colonna agreed that we can. Member Molina requested a report from Caltrans on the Bandini signage issue raised by the public. Member Bangalore agreed to investigate.

B. Appointment by the OPC of up to 15 Members of the Tier 2 Community Advisory Committee. In accordance with the action taken under agenda item VII.
A. discussion of this matter was continued to the next meeting of the OPC.

IX. COMMENTS FROM OPC MEMBERS. Member Gurule commented that he personally has family members who suffer from asthma. The public should know that the OPC is concerned about the health impacts of the freeway.

Co-Chair Peña commented that the Gateway Cities Partnership has completed studies on environmental health in the subregion and the Gateway Cities COG has done a lot to educate the public about environmental and health issues and initiate programs. The OPC shares the public's concerns.

Member Cordero thanked the public for participating in the meeting especially those who commented earlier in the evening.

Co-Chair Colonna said the usual meeting time has been the third week of the month so the OPC next meeting could be Thursday, January 15, 2004. Staff will confirm that Paramount Progress Park is available.

X. ADJOURNMENT. The meeting was adjourned at 7:50 p.m

I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Thursday, January 15, 2004
6:30 p.m. Meeting*

**Progress Park
15500 Downey Avenue
Paramount, California**

AGENDA

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

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

I-710 OPC Agenda - January 15, 2004

VI. CONSENT CALENDAR

- A. Minutes of the December 4, 2003, meeting of the I-710 Oversight Policy Committee

VII. REPORTS

- A. Report on Progress of Community Advisory Committees
- B. Appointment by the OPC of up to 15 Members of the Tier 2 Community Advisory Committee
- C. Status Report on Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60

VIII . COMENTS FROM OPC MEMBERS

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VI. CONSENT CALENDAR
Item A
Approval of Minutes

**MINUTES OF THE MEETING
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Bateman Hall
11331 Ernestine Avenue, Room 2
Lynwood, CA**

December 4, 2003

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II. ROLL CALL. Gateway Cities Council of Governments Executive Director Richard Powers called the roll. A quorum was found to be present.

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Pat McLaughlin reported for the facilitators Moore Iacofano Goltsman (MIG.) Ms. McLaughlin distributed a copy of the Advisory Committee Structure and Charge and a matrix showing Advisory Committee Progress. Ms. McLaughlin reported that all of the six cities that are most impacted have formed Community Advisory Committees. Initial meetings have been productive and well received. She and Sam Gennaway of MIG will facilitate the OPC's discussion of its appointments to the Tier 2 committee and all Tier 2 meetings.

It was moved by Co-Chair Colonna and seconded by Member Noguez to continue the discussion of appointments to the Tier 2 Committee to the January 2004 meeting. In the meantime, the Co-chairs will forward a letter to OPC members regarding the imperative to appoint Tier 2 community representatives. The motion was approved unanimously. Member Argumedo asked that staff contact the cities to encourage them to complete their appointments.

VIII. ACTION ITEMS

A. Status Report and Possible Action Regarding State Funding for Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60. Mr. Powers reviewed the staff report on the proposed safety initiative.

Co-Chair Colonna stated that we need to aggressively pursue the six elements contained in the initiative in advance of the hybrid plan which could take a couple of years. Co-Chair Colonna expressed concern about the impacts of the state budget crisis and administrative transitions in Sacramento, although the project is moving along at the federal level.

Member Molina commented that given that there is very little money for 5 years, the 6 elements need to be prioritized. Concrete barriers are more important than paving rehabilitation. It was moved by Co-Chair Peña and seconded by Member Daniels that the I-710 Safety Initiative be approved and that notwithstanding the continuing desire to see the pavement rehabilitation move forward, the pending Caltrans projects should be unbundled and new concrete median barriers should be prioritized as the most important element to be advocated. The motion passed unanimously. The Co-Chairs will prepare a letter to send to Caltrans and state legislators.

Robert Cabrales, Bell resident commented that graffiti needs to be removed and more landscaping provided. Co-chair Sam Peña stated that he supports a solution to the problem.

Long Beach resident Alan Hose complimented Member Molina's leadership.

Commerce Tier 1 Chair Bob Eula thanked Member Molina for attending the OPC meeting. Mr. Eula announced a Town Hall meeting on December 13, and requested Caltrans to provide maps of planned interchange improvements.

Member Cordero requested clarification that the feasibility study requested in Element 4 of the report would consider whether truck inspection facilities at or near the ports were a good idea and would not just assume this. Staff agreed that this issue would be studied.

Member Molina requested clarification that we can build on the safety initiative to include environmental enhancements in the projects we advocate. Co-Chair Colonna agreed that we can. Member Molina requested a report from Caltrans on the Bandini signage issue raised by the public. Member Bangalore agreed to investigate.

B. Appointment by the OPC of up to 15 Members of the Tier 2 Community Advisory Committee. In accordance with the action taken under agenda item VII. A. discussion of this matter was continued to the next meeting of the OPC.

IX. COMMENTS FROM OPC MEMBERS. Member Gurule commented that he personally has family members who suffer from asthma. The public should know that the OPC is concerned about the health impacts of the freeway.

Co-Chair Peña commented that the Gateway Cities Partnership has completed studies on environmental health in the subregion and the Gateway Cities COG has done a lot to educate the public about environmental and health issues and initiate programs. The OPC shares the public's concerns.

Member Cordero thanked the public for participating in the meeting especially those who commented earlier in the evening.

Co-Chair Colonna said the usual meeting time has been the third week of the month so the OPC next meeting could be Thursday, January 15, 2004. Staff will confirm that Paramount Progress Park is available.

X. ADJOURNMENT. The meeting was adjourned at 7:50 p.m

VII. REPORTS
Item A
Report on Progress of Community
Advisory Committees – Oral Report

**Tier II Advisory Committee Representatives
(as of January 9, 2004)**

Community	Tier 1 Status	Membership	Tier 2 Representative
Bell	N/A	N/A	Randy Kendrick
Bell Gardens	Appointments pending	5 to date	Appointed
Carson	Appointments Pending	3 to date	Ray Park
Commerce	Appointed	9	Bob Eula
Compton	Appoints Pending		Pending
Cudahy	N/A	N/A	Larry Galvan
Downey	N/A	N/A	Pending
East Los Angeles	Appointed	7	Nadine Mungia
Huntington Park	N/A	N/A	Victor Caballero
Long Beach	Formed		Pending
Lynwood	Appointed	10	Rod White
Maywood	N/A	N/A	Luis Romero
Paramount	N/A	N/A	Pending
South Gate	Appointed	10	Glenna Ramos
Vernon	N/A	N/A	Harold Arsenian

VII. REPORTS

**B. Appointment by the OPC of up to 15
Members of the Tier 2 Community
Advisory Committee**

TO: I-710 Oversight Policy Committee

FROM: Richard Powers, Executive Director, Gateway Cities COG

SUBJECT: Appointment by the OPC of up to 15 members of the Tier 2 Community Advisory Committee

Background

On May 28, 2003, the Oversight Policy Committee (OPC) acted to adopt five Guiding Principles, including the following:

Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

On July 9, 2003 the OPC acted to implement this Guiding Principle by adopting a structure for Community Advisory Committees. The adopted structure includes Tier 1 Community Level Advisory Committees and a Tier 2 Corridor Level Advisory Committee. This Tier 2 Committee is to include representatives from each corridor community and also “No more than 15 members appointed by the OPC to provide representation from the environmental community, business, labor, institutions, and academia.”

Issue

The corridor communities have now convened community level advisory committees and/or appointed representatives to the Tier 2 committee or are in the process of doing so. It is therefore timely for the OPC to select its appointees to the Tier 2 committee so that Committee may be convened and begin its deliberations.

Recommended Action

It is recommended that the OPC appoint no more than 15 members to the I-710 Tier 2 Community Advisory Committee representing a broad range of interests and perspectives.

DRAFT

Suggestions for Consideration for Appointment by I-710 Oversight Policy Committee to
Tier 2 Community Advisory Committee

NOTE: The OPC appoints no more than 15 members to the Tier 2 Community Advisory Committee “to provide representation from the environmental community, business, labor, institutions, and academia.” The following list of persons who have either been recommended or expressed interest is provided as a basis for discussion. Nothing precludes the OPC from presenting and selecting different or additional names or organizations in the course of its deliberations.

ACADEMIA

Edward Avol, MD	USC, School of Medicine, Department of Preventive Medicine
Joseph Magaddino, PhD, Chair	CSULB, Department of Economics
Marianne Venieris, Ex. Dir.	CSULB, Center for International Trade and Transportation

BUSINESS INTERESTS

Gustavo Camacho	Whittier Boulevard Merchant Association
Steve Chesser	Boeing Company
LaDonna DiCamillo	Burlington Northern Santa Fe Railroad
Jim Gill	California Trucking Association
John Goodling, Pres. & CEO	Long Beach Convention and Visitors Bureau
Randy Gordon, Pres. & CEO	Long Beach Area Chamber of Commerce
Ron Guss	California Trucking Association
Patty Senecal, VP	California Trucking Association
Tom Teofilo, VP	Pacific Merchant Shipping Association
Eddie Torres, President	East Los Angeles Chamber of Commerce
Charlie Woo, CEO	Megatoys
TBD	The Bicycle Club
TBD	Farmer John Corporation
TBD	Mid Cities Chambers Alliance
TBD	Union Pacific Railroad

ENVIRONMENTAL INTERESTS

Luis Cabrales	League of Conservation Voters
Robert Cabrales, Organizer	Communities for a Better Environment
Malcolm Carson, attorney	Legal Aid Foundation of Los Angeles
Mr. Easton, member	Compton Creek Task Force
Belinda Faustinos, Ex. Officer	San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
Arthur Golding, PhD, President	Los Angeles and San Gabriel Rivers Watershed Council
Joan Greenwood	Friends of the Los Angeles River
Fernando Guerra	Low Income and Immigrant Housing Advocate
Andrea Hricko	Children’s Environmental Health Center
Angelo Logan, Lead Organizer	East Yards Communities for Environmental Justice
Julie Masters	Natural Resources Defense Council
Elisa Nicholas, MD	Long Beach Alliance for Children with Asthma
Noel Park	San Pedro and Peninsula Homeowners Coalition
Martha Sanchez	Padres Unidos de Maywood

DRAFT

LABOR INTERESTS

Louis Diaz	International Brotherhood of Teamsters
Domenick Miretti	International Longshore Workers Union
Richard Slawson	Los Angeles/Orange County Building Trades Council

INSTITUTIONAL INTERESTS

Lou Ann Bynum, VP	LBCC, Economic and Resource Development
Richard Hollingsworth	Gateway Cities Partnership
Pamela Johnson	Montebello Unified School District
Jerry Schubel, Pres. & CEO	Aquarium of the Pacific
TBD	Army Corps of Engineers
TBD	Corridor Religious Institutions
TBD	East LA College – East LA/South Gate
TBD	Long Beach Memorial Hospital
TBD	Los Angeles County USC Medical Center
TBD	Los Angeles Unified School District

ADDITIONAL STAKEHOLDERS

Dan Beal, Pub. Affairs Officer	AAA (Auto Club)
John Dougherty, CEO	Alameda Corridor Transportation Authority
Harold Williams	South Bay Cities Council of Governments
TBD	Bus Riders Union
TBD	California Air Resources Board
TBD	City of Los Angeles Department of Water and Power
TBD	Local Law Enforcement
TBD	Los Angeles County Fire Department
TBD	Los Angeles County Sheriff
TBD	Southern California Edison
TBD	U. S. Coast Guard

VII. REPORTS

**C. Status Report on Near Term Safety
Improvements to the I-710 Freeway from
the Ports to State Route 60**

TO: I-710 Oversight Policy Committee

FROM: Richard Powers, Executive Director, Gateway Cities COG

SUBJECT: Status Report on Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60

Background

At its meeting of December 4, 2003, the Oversight Policy Committee adopted the I-710 Safety Action Initiative.

Issue

An oral report will detail the following I-710 safety related activities:

- Public Education and Awareness. Gateway Cities COG staff will report on the first major in-kind contribution received for this program.
- Enhanced Enforcement. The Los Angeles County Metropolitan Transportation Authority will report on the Big Rig Demonstration Project of the Freeway Service Patrol.
- Median concrete barriers. Cal Trans will report on the status of the four pavement rehabilitation projects and forthcoming action request from the California Transportation Commission.

Recommended Action

Receive and file his report.

**MINUTES OF THE MEETING
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, California**

January 15, 2004

I. CALL TO ORDER. The meeting was called to order at 6:45 p.m. by Co-Chair Sam Peña.

II. ROLL CALL. Gateway Cities Council of Governments Executive Director Richard Powers called the roll. A quorum was found to be present.

COMMITTEE MEMBERS PRESENT. Co-Chair Frank Colonna, Long Beach; Co-Chair Sam Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Nancy Ramos, Commerce; Isadore Hall III, Compton; Fernando Pedroza, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; Sharas Bangalore, Caltrans; Ray Maekawa, LACMTA; Mario Cordero, Port of Long Beach; Michael Chan, Port of Los Angeles; Al Bowser, SCAG.

COMMITTEE MEMBERS ABSENT. George Cole, Bell; Juan Noguez, Huntington Park; Gloria Molina, Los Angeles County;

OTHERS PRESENT. Richard Powers, Gateway Cities COG Executive Director; Deborah Chankin, Gateway Cities COG Director of Program Development; Robert Messinger, Legal Counsel, Susan Gilmore, LACMTA Agency Relations Manager; Jeannine Critie, staff to Frank Colonna; Nadene Bristow, Gateway Cities COG; I-710 Technical Advisory Committee Chair Bill Pagett.

III. PLEDGE OF ALLEGIANCE. Co-Chair Colonna led the Pledge of Allegiance.

IV. AMENDMENTS TO THE AGENDA. It was requested and agreed to move item VII B forward in the agenda immediately following the consent calendar.

V. PUBLIC COMMENTS. Co-Chair Sam Peña called for public comments and request comments be limited to three minutes per speaker.

Norma Macías, a resident of Commerce stated that she was speaking form small children and mothers. Ms. Macías is a crossing guard and catechism teacher and knows many children in the community. She believes that high incidences of low birth weight and learning disabilities are the result of diesel exhaust. She also expressed concern about potential right of way impacts on the community.

Silvia Macías, a resident 20-year-old of Commerce described the depth of her family's roots in the community including the family business, memories, homes and the schools attended by her extended family. Ms. Macías expressed her concern about potential right of way impacts on these places and institutions.

Leonard Mendoza, a resident of Commerce, advised that 20 Commerce residents were in attendance. Mr. Mendoza is President of United Families of Bristow Park with a membership of about 100. Mr. Mendoza expressed his concerns about potential right of way impacts on residences and the park itself. He described the experience of a member who experienced relief from certain medical symptoms while on vacation out of the area and the return of the symptoms upon return home from vacation.

Joe Lozano, a resident of Commerce from the Bristow area expressed the desire of the neighborhood to maintain its quality of life. Mr. Lozana expressed support for remodeling the I-710 because improvements are needed, but expressed opposition to expanding the I-710 because this would expand the volume of truck traffic.

Robert Cabrales of Communities for a Better Environment described himself as a long time resident of various southeast Los Angeles communities. Mr. Cabrales read and distributed a letter to the OPC. The letter signed by nine community organizations enumerated nine considerations for the OPC to take into account in choosing a hybrid. These include no increase of diesel emissions, additional environmental studies, additional economic studies, use of alternative fuels and an extended schedule.

Member Ramos stated her agreement with the concerns of Commerce residents and distributed a copy of City of Commerce Resolution 04-1 supporting the "Bandini Alternative."

VI. CONSENT CALENDAR

A. Minutes of the December 4, 2003, meeting of the I-710 Oversight Policy Committee. It was moved by Co-Chair Colonna, seconded by member Daniels to approve the minutes as submitted. The motion was approved unanimously.

VII. REPORTS

B. In accordance with the amendments to the agenda, the OPC took up item VII B. Appointment by the OPC of up to 15 members of the Tier 2 Advisory Committee. Richard Powers (GCCOG) recapped the establishment of the Tier 1 community level committees and the composition of the Tier 2 Committee. Each community will have a representative on the Tier 2 Committee. In addition, the OPC will name up to 15 stakeholders representing broad interest categories. When these two groups meet together they may then name up to ten (10) additional members with a total not to exceed 47. Mr. Powers pointed out that the names of 45 volunteers and/or nominees presented at the last meeting are included in the agenda packet.

Co-Chair Colonna stated that he and Co-Chair Peña reviewed the 45 names and tried to formulate a roster representing a cross section of interests. Co-Chair Colonna distributed the roster and stated that the second page

represented additional names the Co-chairs were recommending as contingencies in the event that some number of the persons on the primary list were unable to serve.

It was moved by Co-chair Colonna, seconded by Member Dear to appoint the following persons to the Tier 2 Corridor Level Community Advisory Committee:

From academia Ed Avol, MD of the USC School of Medicine and Joe Magaddino, PhD of the CSULB, Department of Economics; from business Steve Goodling of the Long Beach Convention & Visitors Bureau, Patty Senecal of the California Trucking Association, and Charlie Woo, CEO of Megatoys, Inc.; from environmental interests Malcolm Carson, attorney with the Legal Aid Foundation, Belinda Faustinos of the Los Angeles and San Gabriel Rivers and Mountains Conservancy, low income and immigrant housing advocate Fernando Guerra, Elisa Nicholas, MD of the Long Beach Alliance for Children with Asthma, Noel Park of the San Pedro and Peninsula Homeowners Coalition; from labor Louis Diaz of the Teamsters Union, Domenick Miretti of the International Longshore Workers Union, Richard Slawson of the Building Trades Council; from institutions and additional stakeholders Hamid Bahadori of the Automobile Club and Harold Williams representing the South Bay Council of Governments.

Member Crespo and Member Ramos expressed concern that they did not see representation from their cities among the 15 names. Mr. Powers explained that each community will be represented by a member of its own choosing in addition to these 15 broad based stakeholders. Mr. Crespo called for a roll call.

The motion carried by a roll call vote of ten (10) to three (3).

Ayes: City of Carson, City of Compton, City of Long Beach, City of Maywood, City of Paramount, City of Vernon, Port of Long Beach, MTA, SCAG, and Caltrans.

Noes: City of Bell Gardens, City of Commerce, City of Lynwood

Present and not voting: Port of Los Angeles.

Member Keith McCarthy, Downey arrived at 7:15 p.m.

It was moved by Member Dear and seconded by Member Cordero that Joan Greenwood be the first priority individual on the contingency list should one of the appointees decline. The motion carried by a roll call vote of 14 ayes with one member present and not voting.

Ayes: City of Bell Gardens, City of Carson, City of Compton, City of Lynwood, City of Long Beach, City of Maywood, City of Paramount, City of Vernon, Port of Long Beach, Port of Los Angeles, MTA, SCAG, and Caltrans.

Present and not voting: City of Downey

- A. The written order of the agenda was resumed with item VII. A. Report on Progress of Community Advisory Committees.

Pat McLaughlin reported for the facilitators Moore Iacofano Goltsman (MIG.) Ms. McLaughlin pointed out that the agenda packet contained a matrix showing Advisory Committee Progress and the names of the community representatives to Tier 2. Member Hall and Co-Chair Peña advised that the Cities of Compton and Maywood have also made their appointments to Tier 2. Ms. McLaughlin reported that MIG will facilitate the Tier 2 meetings beginning with an anticipated kick-off meeting on February 5, 2004.

It was moved by Member Dear, seconded by Member Cordero to receive and file the report. The motion was approved unanimously.

- B. Status Report on Near-Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60. Mr. Powers recapped the OPC's action at its last meeting in which the I-710 safety initiative was adopted including six (6) elements: public education and awareness; enhanced enforcement; median concrete barriers; truck inspection and weighing facilities; Intelligent Transportation Systems; and improved infrastructure.

Member Hector De La Torre, South Gate, arrived at 7:30 p.m.

Mr. Powers announced that Clear Channel Communications will be making available a billboard along the I-710 for the posting of a traffic safety message. The precise content of the message is still being worked out. The location will rotate from time to time along the corridor.

Mr. Powers introduced California Highway Patrol (CHP) Captain Craig Klein. Captain Klein updated the OPC about recent enforcement activity. He stated that Caltrans has given authorization for re-designation of the I-710 as a "Truck Safety Corridor." Although no extra funds are available for safety activities at this time, CHP staff is committed to cooperating with local cities to create effective ways to get out the safety message. In response to a question from Member Cordero, Captain Klein replied that speed is the most common citation. He explained that 50% of collisions involving trucks have a finding of a car at fault, so enforcement and education efforts now include all drivers. In response to a question from Member Daniels, Captain Klein stated that trucks are generally pulled out of traffic so that the citation and any inspection process do not generate additional roadway hazards. Member McCarthy commented on the importance of reminding the public to signal all lane changes. In response to a question from Co-Chair Peña, Captain Klein explained that specific training and expertise are required to inspect and cite trucks for emissions violations. Generally, the CHP relies on a partnership with the Air Quality Management District to issue emissions citations.

Mr. Powers announced that the Los Angeles County Metropolitan

Transportation Authority (MTA) will be sponsoring a big rig demonstration project as part of its Freeway Service Patrol Program. Mr. Powers indicated that the MTA will report on this welcome development at the next OPC meeting.

Mr. Powers invited Member Bangalore of Caltrans to update the Committee on the concrete barrier projects. Member Bangalore reported that Project 1 continues under construction. Project 2 from the 405 to Firestone was personally reviewed by Caltrans District Director Doug Failing as requested by the OPC. Director Failing found that unbundling the project would be neither practical nor economical at the current stage of project development. Caltrans plans to deliver the full original project including both concrete median barriers and pavement rehabilitation. The project schedule is being accelerated. Construction is expected to begin in 2005 and be completed in 2008. Project 3 from Firestone Boulevard to the I-10 will be unbundled and the concrete median barrier portion of the project will be preserved at a cost of approximately \$20 million. There was no update on Project 4. Mr. Powers summarized that a new concrete median barrier will be constructed all the way from the Ports to the I-10 which is what the OPC requested of Caltrans. Member McCarthy commented that any further acceleration that can be accomplished would be appreciated.

Member Pedroza commented on the problem of graffiti on both Caltrans property and on railroad bridges. The CHP indicated that they do attempt enforcement but it is very difficult and resources are limited. Member Peña commented that Assemblyman Firebaugh's bill on this subject did not reach the Assembly floor. After further discussion of tagger behavior, Member De La Torre suggested that local members of Congress be contacted to exert pressure on the railroads to maintain their property.

VIII. COMMENTS FROM OPC MEMBERS. Co-Chair Peña called for comments from OPC members. Co-Chair Peña commented that the Alameda Corridor Transportation Authority (ACTA) would be reporting on its new freight traffic management initiatives at the Long Beach City Council meeting. These efforts will include expanded port hours and on-dock rail. Mr. Powers advised that ACTA will be making the same presentation to the OPC.

Member Pedroza requested Caltrans to advise of any forthcoming landscaping projects.

Member Ramos requested Caltrans to advise of any forthcoming sound-wall projects. Member Ramos commended the members of the Commerce Community Advisory Committee for their dedication and doing a terrific job.

Member Pedroza stated that all the cities are doing their part to move forward. He requested Caltrans to report whether cities could be authorized to paint out graffiti on certain Caltrans property.

Member Dear commented that sound-walls are important not only for noise mitigation but also as a safety feature. Member Dear acknowledged the

presence of Carson resident Ray Park in the audience. Mr. Park will represent the City of Carson on the Tier 2 Committee.

X. ADJOURNMENT. The meeting was adjourned at 7:50 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

*Thursday, April 8, 2004
6:30 p.m. Meeting*

**Progress Park
15500 Downey Avenue
Paramount, California**

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy 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 I-710 Oversight Policy 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. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

VI. CONSENT CALENDAR

- A. Minutes of the January 15, 2004, meeting of the I-710 Oversight Policy Committee

VII. REPORTS

- A. Presentation from Alameda Corridor Transportation Authority (ACTA)
- B. Informational Status Report on Community Design Concepts
- C. Update on Tier 2 Progress
- D. Update on Safety and Maintenance Issues

VIII. COMMENTS FROM OPC MEMBERS

IX. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

**MINUTES OF THE MEETING OF THE
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park
15500 Downey Avenue
Paramount, CA**

April 8, 2004

I. Call to Order

Co-Chair Frank Colonna called the meeting to order at 6:30 p.m.

II. Roll Call

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Frank Gurule, Cudahy; Keith McCarthy, Downey; Gene Daniels, Paramount; Hector De La Torre, South Gate; William Davis, Vernon; Gloria Molina, County of Los Angeles; John R. Calhoun, Port of Long Beach; Sharas Bangalore, Caltrans; Ray Maekawa, MTA.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Hugo Argumedo, Commerce; Isadore Hall III, Compton; Juan Noguez, Huntington Park; Fernando Pedroza, Lynwood; Thomas Warren, Port of Los Angeles; Hasan Ikhata, SCAG.

III. Pledge of Allegiance

Guillermo Martinez, staff member, Port of Los Angeles, led the pledge of allegiance.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

Les Hamasaki, President, SUN Utility Network, Inc., said that the I-710 corridor can become the highway to hydrogen fuel cell technology, using solar energy.

Malcolm Carson, Legal Aid Foundation, said that he endorsed the proposal to retrofit trucks that use the I-710 facility with hydrogen cell technology.

VI. Consent Calendar

- A. Minutes of the Meeting of January 15, 2004.

It was moved by Member Gurule, seconded by Member Daniels, to approve the minutes of the OPC meeting of January 15, 2004. The motion was approved unanimously.

VII. Reports

- A. Presentation from the Alameda Corridor Transportation Authority (ACTA)

Art Goodwin, ACTA, described several initiatives undertaken by the Alameda Corridor Transportation Authority: extended gate hours at the ports; optimizing the use of on-dock rail; use of shuttle trains on a pilot and permanent basis; building of a near dock facility; and improvements on SR 47. He said that currently about 50% of cargo through the ports moves by rail out of southern California, although some of this cargo uses intermediate truck carriers.

Co-Chair Colonna said that extended hours at the ports would have air quality benefits. Co-Chair Pena said that funds were available at the federal level for hydrogen cell retrofitting of trucks.

- B. Informational Status Report on Community Design Concepts

Gateway Cities COG Executive Director Richard Powers introduced I-710 consultant engineer Jerry Wood to report on the tier one design concept process. Mr. Wood gave some background on the process, stating that eight tier one committees had come up with very similar proposals for the design of the freeway improvements. He summarized the design elements for the Bell Gardens, Carson, Long Beach, and South Gate segments of the corridor, all of which had been approved by their respective tier one committees. Mr. Wood said that Compton and Lynwood were in the process of forming their tier one committees. He said the most challenging segments are in Commerce and East Los Angeles. He said that he is working with the I-5 Joint Powers Authority regarding the I-5/I-710 interchange, but that the design of the hybrid alternative should soon be through from the port up to Atlantic/Bandini.

Member De La Torre asked if the proposed Slauson off-ramp was still included in the hybrid design. Mr. Wood responded that it was.

Co-Chair Colonna said that the Rivers and Mountains Conservancy will be an environmental partner in the design of the freeway.

Member Molina asked if all the same options, such as double-decking, were given to all areas. She said that obtaining use of the Flood Control District property could be very difficult. Mr. Wood said that the freeway design should have very little impact on the river; however, a \$500,000 study will be needed to detail the impacts in order to satisfy the Flood Control District. Member Molina said that she was concerned that adequate notice be given for all meetings.

C. Update on Tier 2 Process

Pat McLaughlin of MIG, outreach consultants, reported that there had been four meetings thus far of the Tier 2 Community Advisory Committee, which she described as a very balanced committee. She said that issues discussed thus far had been public health, which was given the top priority, safety, noise, and economic development. She said the next meeting was scheduled for April 22. She said the aim was for the Committee to make its final report in May.

D. Update on Safety and Maintenance Issues

Richard Powers reported that the long term view is that three truck inspection facilities will be needed, and that one potential site in Long Beach has been identified. Mr. Powers said that Clear Channel Communications would be providing a mobile billboard promoting safety on the I-710.

Member Bangalore, reporting on behalf of Caltrans, said that construction of concrete barriers on the I-710 freeway should commence in September 2005, with completion by 2007. The barriers will be constructed all the way up to I-10. He said that the contract for construction of a sound wall in Commerce should be awarded soon, with another being awarded in 2007. He said that a landscaping project from Pacific Coast Highway to Wardlow Road had been funded and that construction should start in the fall of the current year.

With regard to the ongoing efforts to remove graffiti from the freeway, Member Bangalore said that the staff had been cut back by 30%, and that recent regulations had eliminated the use of certain chemicals used to eradicate graffiti, making it a more labor intensive process. As a result, Caltrans needs help from the cities. Mr. Powers said there was the possibility of using the California Conservation Corps to assist.

Member Bangalore said there was a disagreement between Caltrans and the railroads regarding the responsibility to remove graffiti from the railroad bridges. Mr. Powers recommended having the Gateway Cities COG attorney look at the language in the agreements between Caltrans and the railroads and come back with a report. Deborah Chankin, Gateway Cities COG, reported on a conversation with the railroads. She said on I-710 there is one BNSF bridge, one Standard Oil, and the remainder Union Pacific. She said that since the last meeting of the OPC Caltrans had painted all but one of the bridges on a one-time basis.

Member Molina recommended that vines should be planted along with the sound walls in order to deter graffiti.

Mark Maloney, MTA, reported on the MTA's Freeway Service Patrol Big Rig Demonstration Program. He described the program as an active approach to assist non-major incidents involving big rigs (flat tires, brake issues, load distribution problems, etc.) which impact traffic congestion. Two roving heavy tow trucks would be dispatched by MTA. He said it would be a two year demonstration project covering the 18 mile distance from the port to the I-5 interchange. The two year cost was projected at \$2.7 million.

VIII. Comments from OPC Members

Co-Chair Pena requested a legislative update at the next OPC meeting regarding the bills authored by Assemblymen Lowenthal and Bermudez that affect I-710.

VIII. Adjournment

The meeting was adjourned by consensus at 8:17 p.m.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

Thursday, September 30, 2004
6:30 p.m. Meeting

**Carson Community Center
3 Civic Plaza, Adult Activity Room
Carson, California**

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy 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 I-710 Oversight Policy 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 - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

VI. CONSENT CALENDAR

- A. Minutes of the April 8, 2004, meeting of the I-710 Oversight Policy Committee

VII. REPORTS

- A. Review of Community Participation Process – Oral Report by Richard Powers, Executive Director, Gateway Cities Council of Governments and Lynda Bybee, Deputy Executive Officer Community Relations, MTA
- B. Report of Recommendations from the Tier 2 Community Advisory Committee by Members of the Committee
- C. Report of Recommendations from the Technical Advisory Committee by William Pagett, Chair

VIII . COMENTS FROM OPC MEMBERS

IX. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

I-710 OVERSIGHT POLICY COMMITTEE MEETING

Thursday, November 18, 2004
6:30 p.m. Meeting

**Carson Community Center
3 Civic Plaza, Hall C
Carson, California**

AGENDA

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

I. CALL TO ORDER

II. ROLL CALL - BY SELF-INTRODUCTIONS

III. PLEDGE OF ALLEGIANCE

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

V. CONSENT CALENDAR

- A. Minutes of the September 30, 2004, meeting of the I-710 Oversight Policy Committee

VI. CONSIDERATION OF THE RECOMMENDATIONS FROM THE I-710 TECHNICAL ADVISORY COMMITTEE, TIER 1 COMMUNITY ADVISORY COMMITTEES, AND TIER 2 COMMUNITY ADVISORY COMMITTEE

- A. Locally Preferred Strategy
- B. Tier 2 Report and Recommendations for Health and Air Quality
- C. Tier 2 Report and Recommendations for EIR/EIS
- D. Tier 2 Report and Recommendations for Community Improvements Above and Beyond the EIR/EIS
- E. Tier 1 and Tier 2 Community Outreach Process

VII. COMMENTS FROM OPC MEMBERS

VIII. PUBLIC COMMENTS

IX. ADJOURNMENT

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES 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.

