

**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.