

**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.