I. Call to Order

Co-Chairman Hurtado called the meeting to order at 6:30 p.m.

II. Roll Call

Roll Call was taken by self-introductions:

COMMITTEE MEMBERS PRESENT: Gil Hurtado, City of South Gate, Co-Chair; Nestor Enrique Valencia, City of Bell; Pedro Aceituno, City of Bell Gardens; Jim Dear, City of Carson; Luis Marquez, City of Downey; Rosa E. Perez, City of Huntington Park; James Johnson, City of Long Beach; Sal Alatorre, City of Lynwood; Gene Daniels, City of Paramount; Larry Forester, City of Signal Hill; William Davis, City of Vernon; Patrick V. DeChellis, County of Los Angeles; Ron Kosinski, Caltrans; Diane DuBois, MTA; Judy Mitchell, SBCCOG (ex officio).

COMMITTEE MEMBERS ABSENT: Denise Robles, City of Commerce; Aja Brown, City of Compton; Jack Guerrero, City of Cudahy; Oscar Magana, City of Maywood; Doug Drummond, Port of Long Beach; Douglas Krause, Port of Los Angeles; Lilia Leon, I-5 JPA; Mike Jones, SCAG; Barbara Messina, SGVCOG; Mark Sedlacek, LADWP (ex officio); Garry Garrigue, Southern California Edison (ex officio).

ALSO PRESENT: Niki Tennant, Office of Assemblymember Bonnie Lowenthal; Victoria Chung, Office of Assemblymember Bonnie Lowenthal; Kekoa Anderson, Project Manager, City of Long Beach; Nisha Patel, Assistant City Engineer, City of South Gate; Doug Failing, Highway Programs, Metro; Ernesto Chaves, Transportation Planning Manager, Metro; Adrian Alvarez, Project Manager, Metro; Alberto Esqueda, Metro; Peter Greenwald, Senior Policy Advisor, South Coast AQMD; Ivy Tsai, Deputy General Counsel, GCCOG; Richard Powers, Executive Director, GCCOG; Jack Joseph, Deputy Executive Director, GCCOG; Karen Heit, Transportation Deputy, GCCOG; Jerry Wood, Engineer, GCCOG; Dave Levinsohn, Project Manager, URS; Shannon Willits, URS; Rob McCann, President, LSA; Esmeralda Garcia, Project Manager, MIG; Julia Lester, Environ.
III. Pledge of Allegiance

Member Marquez 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.

VI. Matters from Staff

There were no matters from staff.

VII. Consent Calendar

It was moved by Member DuBois, seconded by Member Forester, to approve the minutes of the meeting of May 30, 2013. The motion was approved unanimously.

VIII. Reports

A. I-710 Corridor Project EIR/EIS Engineering Update

Dave Levinsohn, URS, gave a PowerPoint presentation reviewing the status of the engineering work on the project. He presented a refresher on the Purpose and Need Statement and on the various alternatives studied in the Draft EIR/EIS and the alternatives currently under consideration for the recirculated Draft EIR/EIS. He pointed out that Alternative 6D included only the physical and operational improvements of Community Alternative 7, but that other elements of Community Alternative 7 were being studied as part of other planning efforts such as the Gateway Cities Strategic Transportation Plan.

Shannon Willits, URS, continued the PowerPoint presentation and discussed what had changed since the release of the original draft EIR/EIS, including the context sensitive design, traffic forecasts, and air quality. Mr. Willits said more current and detailed information on the right-of-way constraints now informs the design of the project. He said cost and affordability will play a larger role and freight corridor access remains constrained.

Peter Greenwald, Senior Policy Advisor, South Coast Air Quality Management District, expressed concern regarding the effects on the
traffic forecast associated with now including SCIG and ICTF projects. He said the new traffic forecast is very recent and the Technical Advisory Committee had not yet finalized its approval. Mr. Greenwald said that none of the factors mentioned today require modifying the alternatives at this time. He said he wanted to continue to emphasize the importance of zero emission trucks. Gateway Cities, he said, will still be heavily impacted by diesel particulates.

After discussion among the Project Committee members, it was moved by Member Forester, seconded by Member Davis, to concur with the TAC recommendations to address the I-710 Corridor Project as a result of the changes as outlined in the staff report; and to concur with the TAC recommendation reaffirming its concurrence with the Purpose and Need Statement for the I-710 Corridor Project. The motion was approved unanimously.

B. I-710 Traffic Forecast Update

Dave Levinsohn, URS, gave a PowerPoint presentation which summarized changes to the traffic model since the release of the Draft EIR/EIS. He identified key travel demand inputs that had been updated, including the SCIG and ICTF projects, new understanding of the transload truck patterns, the 2012 SCAG RTP travel demand model, and port cargo projections. Overall, the 2012 SCAR RTP model shows lower projected port truck volumes and greater volumes of non-port trucks on I-710 than the 2008 SCAG RTP model.

Mr. Levinsohn reviewed the revised alternatives, including Alternative 6B, which included a zero emission freight corridor without a tolling feature; Alternative 6C which incorporates tolling on the freight corridor and includes transit improvements; and Alternative 6D, which also has a freight corridor with tolling and includes the physical/operational elements of Community Alternative 7.

Rob McCann, LSA, continued the PowerPoint presentation and addressed the question of what these changes in the traffic model will mean. He said that the usage of the freight corridor was highly sensitive to tolls; the location of the ingress/egress points to the freight corridor make a difference in its usage; and that the port trucks and non-port trucks have different travel-patterns on I-710. Mr. McCann said the recirculated Draft EIR/EIS will discuss the assumptions used in traffic forecasting and associated uncertainties, the results of any sensitivity analyses that test different assumptions; and factors considered in reassessing the project alternatives.
In response to a question from Member Forester, Mr. McCann said the total traffic projections are similar to before, but there are changes in the vehicle mix and locations on the freeway.

Member Johnson asked whether zero emission technology was still part of the project. Gateway Cities COG Engineer Jerry Wood responded that it is and would be addressed in Item C on the agenda.

Member Johnson asked whether including the assumption that the SCIG facility would be constructed in the traffic model constituted an endorsement of the SCIG project by the Project Committee. He stated that the City of Long Beach is currently in litigation regarding the SCIG EIR. Mr. Levinsohn responded that the assumption that the SCIG would be constructed is being included only for analytical purposes.

It was moved by Member Johnson, seconded by Member Forester, to amend the I-710 Need and Purpose Statement to insert the words “as well as other known pollutants” following “Diesel particulates” at the beginning of the Air Quality and Public Health section. The motion was approved unanimously.

It was moved by Member Forester, seconded by Member Daniels, to concur with the Technical Advisory Committee directing staff and the consultants to continue to work with the updated traffic model and forecasts for the initial traffic modeling runs; and for the project team to return and present the initial traffic modeling runs with this new set of key traffic assumptions inputs, review the results, and work with other agencies and groups as frequently as possible. The motion was approved unanimously.

It was moved by Member Forester, seconded by Member Daniels, to concur with the Technical Advisory Committee’s recommendations with the proposal on how to address the uncertainties in the key traffic forecasting assumptions in the RDEIR/SDEIS as outlined in the staff report and summarized in the “Frequently Asked Questions” paper attached to the report. The motion was approved unanimously.

**C. I-710 Air Quality Findings Update**

Julia Lester, Environ, gave a PowerPoint presentation providing an update on the air quality analysis for the I-710 corridor. She reviewed new data obtained regarding the zero emission freight corridor, which defined the electric power requirements for the corridor. It was determined that the electric power required for an overhead catenary system would be the equivalent of 57,000 households. To provide that power, a lot of infrastructure would be needed.
It was reported that with funding from Metro, CALSTART completed a conceptual commercialization plan for developing and deploying a fleet of zero emission trucks in the I-710 corridor. Ms. Lester said the pathway to zero emission trucks involves assessment of vehicle technologies, development of a supporting regulatory framework, a power infrastructure, and financial incentives.

Ms. Lester reported that the new air quality analysis to be included in the recirculated Draft EIR/EIS will have a new base year of 2013-14. Since the original base year of 2008, the vehicle fleet had become much cleaner. Projecting forward to 2035, the no-build alternative would still see significant improvements in air quality.

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

**D. I-710 RDEIR/SDEIS Alternatives Reassessment**

Dave Levinsohn, URS, gave a PowerPoint presentation which recommended revising the range of new preliminary alternatives to better respond to Purpose and Need, incorporate new data, and use the most current information. He said the new data had resulted in amending the range of new preliminary alternatives to include the build elements of “Community Alternative 7” in Alternative 6D; increase air quality and health benefit strategies in light of the lower expected benefits of the zero emission freight corridor; assess the location of freight corridor ingress/egress points to encourage utilization; eliminate the tolling feature to encourage utilization of the freight corridor; and incorporate freeway modernization design features in all alternatives. Mr. Levinsohn said the intent of amending the ranges of new alternatives is to reduce project costs in proportion to benefits and to be more flexible to respond to future changes in travel patterns and goods movement logistics, as well as to promote project phasing.

Shannon Willits, URS, reviewed the features of Alternatives 7 and 5C. He said considerations for Alternative 7 are that freeway alignment and structures not be positioned to constrain future general purpose lane additions; and that interchange modernization strategies be used to address existing safety and operational deficiencies. He said new design features in Alternative 5C include collector/distributor roads, truck bypass lanes, and buffered lanes to reduce auto-truck conflicts. Alternative 5C does not include a freight corridor in order to reduce right-of-way impacts and construction costs. He said these concepts would be further developed in consultation with Caltrans and FHWA and the local advisory committees.
Joan Greenwood, Member of the Community Advisory Committee, said Community Alternative 7 merits serious consideration because of potential improvements to flood capacity.

Jessica Tovar, Project Manager for the Long Beach Alliance for Children with Asthma, read from a letter dated January 30, 2014 from the Coalition for Environmental Health and Justice requesting that they receive data and reports on the I-710 Corridor project traffic modeling results 45 days before any decision or action items are made.

Martha Guerrero, Long Beach resident, said the Community Alternative 7 build elements and community benefits should both be included in the EIR.

James Huey, East Yards Communities for Environmental Justice, said the freeway is inadequate and needs to be improved, but Alternative 5C is not enough. He said a zero emission truck corridor is needed.

Marlene Estrada, East Yards Communities for Environmental Justice, said she opposed Alternative 5C.

Hugo Lujan, East Yards Communities for Environmental Justice, said to choose Alternative 5C is to say that air quality is not a priority.

Mark Lopez, East Yards Communities for Environmental Justice, said the data being used to project traffic on a tolled freight corridor is flawed. He said the study should look at a private partner to have exclusive use of the freight corridor.

Robert Cabrales, Communities for a Better Environment, said the data showing improvements in air quality need to be examined closely.

Judy Mitchell, Board Member, South Coast Air Quality Management District, said there have been improvements in air quality because of volunteer activities, port programs, and regulations, but we still have a long way to go to comply with the Federal Clean Air Act.

It was moved by Member Forester, seconded by Member Davis, to concur with the Technical Advisory Committee recommendations to proceed with development and refinement of the proposed preliminary revised build alternatives as follows:

1. Proceed with the new set of preliminary build alternatives as outlined in the staff report and presented to the Technical
Advisory Committee for initial analysis for the I-710 Corridor Project in the RDEIR/SDEIS;

2. Proceed with documenting the entire alternatives development process for the I-710 Corridor Project in the RDEIR/SDEIS as outlined in the Frequently Asked Questions paper attached to Agenda Item B;

3. Develop geometric concept plans for the preliminary, revised alternatives and present them to the Technical Advisory Committee as soon as possible based on this new data, information, and traffic forecasts;

4. Continue to work with the local advisory committees, the Community Advisory Committee, and community groups to further refine these two preliminary, revised alternatives and their geometric plans and report back to the Technical Advisory Committee and the Project Committee;

5. Report back to the Technical Advisory Committee and Project Committee on a revised schedule for completing the EIR/EIS as expeditiously as possible.

The motion was approved unanimously.

E. Community Participation Report on I-710 Corridor Project RDEIR/SDEIS

Esmeralda Garcia, MIG, gave a PowerPoint presentation regarding recent meetings and public participation activities. She said the Community Advisory Committee had concurred with the Technical Advisory Committee recommendations but did not want to preclude the freight corridor and wanted ample time to review the data. She indicated that there were two vacancies on the Community Advisory Committee that she hoped would be filled soon.

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

F. Status of Current Early Action Projects and Measure R Funding Review

Gateway Cities COG Engineer Jerry Wood reported that the Request for Proposals for design of the Shoemaker Bridge in Long Beach would be out for distribution next week. He said the Technical Advisory Committee had agreed with MTA’s recommendation to hire a program manager for the Measure R projects.

It was moved by Member Dear, seconded by Member Daniels, to receive and file the report. The motion was approved unanimously.
G. COG Engineer’s Report

Gateway Cities COG Engineer Jerry Wood reported on the Gateway Cities Strategic Transportation Plan and said the consultant team was modeling traffic projections. He said the results would be available for the Project Committee by the next meeting in May. He said the Plan’s Technology Deployment element includes cars and busses, not just trucks, for conversion to zero vehicles.

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

IX. Matters from the I-710 EIR/EIS Project Committee

Gateway Cities COG Executive Director Richard Powers thanked MTA and Caltrans for their partnership.

X. Matters from the Chair

There were no matters from the Chair.

XI. Adjournment

It was moved by Member Forester to adjourn. The meeting was adjourned by consensus at 9:07 p.m.