I. Call to Order

The meeting was called to order by Chairman Bill Pagett at 1:36 p.m.

II. Roll Call

PRESENT: Bill Pagett, City of Cudahy, City of Maywood, and City of Paramount; Chris Vogt, City of Bell; Steve Hilton, City of Bell Gardens; Richard Garland, City of Carson; Alex Hamilton, City of Commerce; Ed Norris, City of Downey; Derek Wieske, City of Long Beach; Josef Kekula, City of Lynwood; Mohammad Mostahkami, City of South Gate; Kevin Wilson, City of Vernon; James Yang, County of Los Angeles; Ron Kosinski, Caltrans; Adrian Alvarez, MTA; Kerry Cartwright, POLA; Garry Garrigue, SCE (ex officio); Michael Mercado, LADWP (ex officio).

ABSENT: Hien Nguyen, City of Compton; Alex Hamilton, City of Commerce; Robert Quintero, City of Huntington Park; Charlie Honeycutt, City of Signal Hill; Jacob Waclaw, FHWA & FTA; Eric Shen, POLB; Tommi Tyler, CHP; Phillip Law, SCAG; Peter Greenwald, AQMD; John Doherty, ACTA (ex officio).

Other attendees included: David Roseman, City of Long Beach; Ross Cruz, City of Long Beach; Peter Nash, City of South Gate; Garrett Damrath, Caltrans; Mario Gutierrez, Caltrans; Danielle Valentino, Metro; Jerry Wood, GCOG (via telephone); Jack Joseph, GCOG; Dave Levinsohn, URS; Shannon Willits, URS; Elizabeth Mahoney, URS; Rob McCann, LSA; Esmeralda Garcia, MIG; J. D. Douglas, InfraConsult; Amit Shah, AECOM; Shawn Clark, Cardno; Jim Hamlin, Jacobs; Gene Bougdanos, HNTB; Wayne Richardson, MARRS Services.

III. Pledge of Allegiance

The Pledge of Allegiance was led by Mohammad Mostahkami.

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 the staff.

VII. Consent Calendar

It was moved by Mohammad Mostahkami, seconded by Steve Hilton, to approve the minutes of September 19, 2012. The motion was approved unanimously.

VIII. Reports

A. Engineering Report on the I-710 Corridor Project DEIR/EIS

Shannon Willits of URS gave a PowerPoint presentation which provided an update on the overall project. He reviewed the new design considerations since spring 2011, changes in existing conditions (e.g. Gerald Desmond Bridge design changes, adjacent facility expansions), the utility study findings, new standards, updates in traffic assumptions, and financial feasibility considerations.

Mohammad Mostahkami asked if they would see a new geometry in the next few years. Mr. Willits responded that they would. Kevin Wilson asked if Caltrans had commented on the single point interchanges. Mr. Willits said that Caltrans had given tentative approval pending final analysis.

It was moved by Kevin Wilson, seconded by Ed Norris, to receive and file the report. The motion was approved unanimously.

B. Report of Comments Received on the I-710 Corridor Project DEIR/EIS

Rob McCann of LSA gave a PowerPoint presentation on the status of the environmental studies focusing on the comments received by the close of the public comment period on September 28, 2012. He reported that almost 3,000 comments had been received, as well as receiving 202 letters and 123 comment cards, and hearing 70 speakers at the public hearings. He said the key issues raised at the public hearings concerned the project’s design, phasing, and preferred alternative; the study methodologies and assumptions,
CEQA/NEPA compliance; and concerns about air, noise, and property impacts.
Mr. McCann said that there two options for completing the CEQA/NEPA process: 1) proceed with a final EIR/EIS that addresses public comments and identifies a preferred alternative; or 2) revise the draft EIR/EIS to address design refinements and a new alternative and then re-circulate it for public review. He said the latter option would extend the schedule by 12 to 18 months.

It was moved by Mohammad Mostahkami, seconded by Alex Hamilton, to receive and file the report. The motion was approved unanimously.

C. Community Participation Report on the I-710 Corridor Project EIR/EIS

Esmeralda Garcia of MIG gave a PowerPoint presentation providing an update on the community participation process. She said the community participation process has been in a holding pattern during the review period, and that they have been supporting the technical team in the meantime.

It was moved by Steve Hilton, seconded by Mohammad Mostahkami, to receive and file the report. The motion was approved unanimously.

D. I-710/I-5 DEIR/EIS Report on Recommendations for Next Steps

Dave Levinsohn of URS gave a PowerPoint presentation outlining the recommended next steps in the EIR/EIS process. He reported that the project team’s recommendations are to:

1) Proceed to develop a re-circulated Draft EIR/Supplemental EIS;

2) Use a new set of assumptions for 2035;

3) Refine and analyze the no-build alternative, a modified Alternative 6C (widening and modernization of I-710 with a tolled, zero emission, automated freight corridor), and a new Alternative 6D (tolled zero emission, automated freight corridor with some modernization of I-710);

4) Include all comments received on the Draft EIR/EIS, as well as the responses; and
5) Prepare the RDEIR/SEIS with continuation of the robust community and agency participation framework.

Ron Kosinski stated that Caltrans has come to the conclusion that re-circulation is the best approach.

Bill Pagett and Kerry Cartwright said that they did believe adding an Alternative 6D was necessary, but could be arrived at by modification of the other alternatives.

Mr. Levinsohn responded that, if you examine Alternative 6D, you see that it includes the option of expanding the width of the freeway to accommodate future lanes. Ron Kosinski said that, if you look at I-5 in Orange County, you will see that’s exactly what was done there.

Gary Garrigue said a decision to allow ten lanes could have significant impacts on Edison that would need to be addressed.

Alex Hamilton said that last night the Commerce City Council asked that the community offered Alternative 7 be studied. He said he understands that elements of the proposed Alternative 7 are included in the other alternatives, but he wanted to register this action.

Ron Kosinski said Alternative 6D is very close to Alternative 7.

Mohammad Mostahkami said 6D should be looked at both with and without the Slauson and Patata off ramps. Otherwise, he said, the alternative may not remove as many trucks from the general purpose lanes.

Jerry Wood said Alternative 6C includes both options regarding Slauson, so it is being addressed. As for Patata, he said it doesn’t appear to be feasible. He said it could be stated that Patata could be analyzed in the future if it does appear to be feasible.

Steve Hilton said Bell Gardens prefers not including Patata because it adds no benefit to the city.

James Yang asked if Alternative 6D precludes widening the freeway to include the freight corridor going all the way to the SR-60 freeway. Jerry Wood responded that it did not preclude that.

Steve Hilton asked if there can be a look at the feasibility of a different off ramp than Patata as a release point between I-105 and
the Commerce freight yards. Shannon Willits of URS responded that originally Miller Way south of Firestone was looked at and found unfeasible, which is why Patata was looked at.

Steve Hilton said the study should look at the ARCO facility as a possible location for an off ramp, which would benefit the project. Jerry Wood responded that it could be an expensive item if it is just to serve the ARCO trucks, but it could be looked at as a possibility. Steve Hilton said he wasn’t looking at it to just serve ARCO, but there could be a possible land swap with ARCO. Jerry Wood said he was intrigued by the idea, but being so close to Firestone it may be unfeasible. Steve Hilton said the north end of the ARCO property is very near to Patata.

Kevin Wilson said he didn’t think a maximum of eight lanes north of Washington Blvd. under Alternative 6D is sufficient. Jerry Wood responded that the analysis may show that a maximum of only eight lanes would create too much congestion. He said it would come out in the analysis. James Yang said language could be added that said eight lanes would be the maximum “except from Washington Blvd. to SR-60”.

Alex Hamilton said that, if Alternative 7 is embedded in the other alternatives, it needs to be stated in the document.

It was moved by Bill Pagett, seconded by Kevin Wilson, to:

1) Proceed with a re-circulated Draft EIR/Supplemental EIS.

2) Use the new set of assumptions in the RDEIR/SDEIS, amended as follows:
   a) Include an assessment of alternative locations for Freight Corridor ramps along I-710 between the Firestone Blvd. and Florence Ave. interchanges under both Alternative 6C Modified and 6D;
   b) State the objective of Alternative 6D is the development of a lesser cost, more financially feasible alternative than Alternative 6C Modified, while still sufficiently addressing Purpose and Need;
   c) Alternative 6D will assess a maximum of 8 general purpose lanes except on the segment from Atlantic/Bandini to SR-60 where up to 10 general purpose lanes will be assessed;
   d) Alternative 6D will be assessed with and without the Slauson Ave. interchange;
e) Add language to Alternative 6D that states “With regard to the elements and design considerations presented above, Alternative 6D most closely mirrors the design components included in the proposed Community Alternative 7. During alternatives refinement, an assessment will be made to the extent to which all three alternatives address the components of the proposed Community Alternative 7.”

3) The RDEIR/SDEIS will refine and analyze the following alternatives generally outlined above: No Build; Alternative 6C Modified; Alternative 6D.

4) The RDEIR/SDEIS will include the comments that were received on the DEIR/DEIS and responses to those comments.

5) The RDEIR/SDEIS will be prepared with continuation of the robust I-710 EIS community and agency participation framework, which includes the LACs, TAC, CAC, and Project Committee.

Kerry Cartwright asked whether any agencies oppose the Slauson off ramp. Jerry Wood responded that there is mixed support for Slauson.

There being no further discussion, the motion was approved unanimously.

E. I-710/I-5 EIR/EIS Update

Jerry Wood reported that he had met with the I-5 JPA to evaluate what they are recommending regarding the widening of I-5 to I-710, as well as the ramps onto I-710.

It was moved by Ed Norris, seconded by Steve Hilton, to receive and file the report. The motion was approved unanimously.

F. Multi-Modal Transportation Impacts, Analysis and Results from 91/605/405 Feasibility Study

Jerry Wood referred to a PowerPoint presentation that summarizes all the results if all the planned transportation projects go forward. He said they would project to an overall possible reduction of 10% in congestion on the freeways.

It was moved by Ed Norris, seconded by Mohammad Mostahkami, to receive and file the report.
G. Current I-710 Early Action Project Update

Adrian Alvarez reported that the utility study teams have forwarded their work to the URS team. He said the sound walls study is expected to be completed in the middle of the year. He reported that Karen Heit is working on agreements as to whether cost overruns on I-5 will affect the cash flow for the early action projects. He said this should be clarified within the next month or two.

It was the consensus of the TAC to invite Karen Heit to the next meeting to provide an update on the total Measure R early action projects approved and the dollar amounts.

It was moved by Mohammad Mostahkami, seconded by Ed Norris, to receive and file the report. The motion was approved unanimously.

H. Early Action Project Continuing Presentations

Because of the length of the meeting, it was the consensus of the TAC to hear a very brief description of the projects being offered for consideration as early action projects, but to defer action until next month's meeting.

Derek Wieske reported that the City of Long Beach was proposing that the Atlantic Avenue/Willow Street intersection be approved for $3.875 million for design, construction, and right-of-way acquisition.

Josef Kekula reported that the City of Lynwood was seeking $2.1 million for improvements at the intersection of State Street and Long Beach Blvd. He said design is completed and the project would involve traffic signalization and utility relocation to clear up this intersection.

I. COG Engineer's Report

There was no report.

IX. Matters from the I-710 Technical Advisory Committee

Mohammad Mostahkami said that, because of the re-circulation of the EIR/EIS, agreements with the cities for review costs may need to be extended or supplemented. He asked that the issue of the cost of reviews between now and the re-circulation of the EIR/EIS be agendized for the next meeting.
X. Matters from the Chair
   There were no matters from the Chair.

XI. Adjournment
   The meeting was adjourned by consensus at 3:46 p.m.