

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

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

December 13, 2001

Chair De La Torre called the meeting to order at 7:00 p.m.

COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Samuel Pena, Maywood; Keith McCarthy, Downey; Jessica Maes, Huntington Park; Gene Daniels, Paramount; John R. Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Joan Wood, MTA; Zahi Faranesh, SCAG.

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.

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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)

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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.