

## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA May 15, 2002**

Chair Pagett called the meeting to order at 1:30 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Don Dey, Long Beach; Ricardo Pacheco, South Gate; Sherwood Natsuhara, Vernon; Kerry Cartwright, Port of Long Beach; Steve Novotny, Caltrans; Karin Hodin, MTA; Paul de Paola, CHP.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell; Bob Zarrilli, Commerce; Augustus Ajawara, Compton; Desi Alvarez, Downey; Patrick Fu, Huntington Park; Joe Wang, Lynwood; Al Bowser, SCAG; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Mohammad Mostahkami, South Gate; Louis Rubenstein, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Steve Finnegan, Auto Club of Southern California; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Sharas Bangalore, Caltrans; Hamid Toossi, Caltrans; Linda Taira, Caltrans; Cathy Manzo, MTA; Dave Levinsohn, PBQD; Paul Taylor, Kaku Associates; Mike Fischer, CSI; Steven Yoshizumi, PBQD; Julie Rush, PBQD.

Roll was taken through self-introductions.

Chairman Pagett led the Pledge of Allegiance.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

Consultant staff announced that the minutes for the meeting of March 20, 2002, were not ready to be approved. It was moved by Don Dey, seconded by William Pagett, to approve the minutes of the meeting of February 20, 2002, and to defer

action on the minutes of March 20, 2002, until next meeting. The motion was approved unanimously.

Reports:

A. Study Status

Dave Levinsohn [PBQD] provided a status report on the I-710 Study. Starting at today's meeting (May 15, 2002), the TAC will be meeting weekly to review the technical information that has been produced on alternatives screening. The objective of screening is to narrow the initial list of twelve alternatives down to five alternatives (i.e., No Build, TSM, and three build alternatives). At this TAC meeting the project team will present the design concepts for the initial build alternatives as well as technical screening information on estimated right-of-way impacts, travel demand shifts (percentage change by mode), and relative change in volume/capacity ratios for I-710 under each of the twelve alternatives. At the next TAC meeting (May 22, 2002), the project team will present screening information on: traffic volumes, travel benefits, capital costs, and environmental issues. The study is still on track for a TAC recommendation for a final set of alternatives at the end of February for consideration by the I-710 Oversight Policy Committee in mid-March.

B. Technical Screening Results (Part I)

Dave Levinsohn provided a summary overview of the 12 Initial Alternatives, maps of which were posted on the walls of the meeting room. Julie Rush (PBQD) provided a summary review of the technical screening activities, focusing the TAC on the order of magnitude differences of the measures among the alternatives.

1. Right of Way Impacts

Julie Rush distributed a bar chart and table which summarized estimated land use impacts for each of the build alternatives (3-12). The land use impacts are divided into seven categories: commercial/industrial land, residential, power/utility corridor, railroad, undeveloped, water/LA River, and 4(f)/community resource. These impacts were assessed by categorizing potential right-of-way requirements overlaid on aerial photography of the I-710 corridor, and are very approximate. Potential right-of-way impacts were also tabulated by alternative by city so as to allow for a comparison among the 10 build alternatives. The tabulations show that alternatives 7 and 9 generate the most right of way impacts, with over 300 acres each, while alternative 3 generates the least impacts, with less than 15 acres.

2. Travel Demand Forecasts

Dave Levinsohn distributed a table entitled "Summary of Travel Demand Changes" and presented a chart of the volume/capacity ratios on the mixed flow lanes of I-710 for each alternative. The table presents the changes in average daily traffic and a.m. peak period traffic in 2025 created by each of the alternatives. Changes in ADT on the mainline lanes are insignificant except for the following alternatives: alternative 5 (medium HOV), where 50% of carpool vehicles are forecast to shift to the carpool lanes; alternative 9 (high truck), where 44-88% of trucks are forecast to shift to the truck lanes in the no toll scenario; alternative 10 (high goods movement), where 34-63% of the drive alone and carpool vehicles are forecast to shift to the special use lanes and some trucks would shift to the Terminal Island Freeway and new near dock rail yard; alternative 11 (high HOV), where 60% of carpool vehicles are forecast to shift to the HOV lanes; and alternative 12 (high rail), where 25% of the rail passengers are forecast to shift from auto use. Similar effects are forecast for each of the alternatives in the a.m. peak period. However, in the a.m. peak period, it is also forecast that due to the assumed truck demand management strategies, a 10-30% decrease in heavy duty truck volumes on I-710 would be forecast, which is equivalent to a 4-12% decrease in total vehicle volumes on I-710.

Dave Levinsohn then discussed the volume/capacity ration chart, which displays the V/C ratio on each segment of I-710 from the north end of the corridor to the south end. It shows that alternatives 8, 9, and 10 reduce the V/C ratio, a measure of traffic congestion, the greatest amount along the I-710.

### C. Upcoming TAC and OPC Meetings

The next TAC meeting will be next week, May 22, 2002. At this meeting, part two of the technical results, related to travel benefits, cost estimates and environmental issues will be presented. The subsequent TAC meeting will then be May 29, 2002, where the TAC will begin to deliberate their recommendation for the Final Set of alternatives.

### Adjournment

The meeting was adjourned by consensus at 4:00 p.m.