

**MINUTES OF THE MEETING
OF THE I-710 TECHNICAL ADVISORY COMMITTEE
A Meeting Held at Bateman Hall, Room 2
11331 Ernestine Avenue
Lynwood, CA
September 9, 2004**

I. Call to Order

Chairman Pagett called the meeting to order at 1:33 p.m.

COMMITTEE MEMBERS PRESENT: Chairman William Pagett, Maywood, Paramount; Carlos Alvarado, Bell, Cudahy; Victor Rollinger, Carson; Robert Zarrilli, Commerce; Augustus Ajawara, Compton; Anthony La, Downey; Patrick Fu, Huntington Park; Sumire Gant, Long Beach; Yadi Farhadi, Lynwood; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Maged El-Rabaa, County of Los Angeles; Kerry Cartwright, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Sharas Bangalore, Caltrans; Ernest Morales, MTA; Alan Bowser, SCAG; Carol Gomez, AQMD.

COMMITTEE MEMBERS ABSENT: John Oropeza, Bell Gardens; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: A. M. Guzman, California Highway Patrol; Hamid Bahadori, Automobile Club of Southern California and Member, Tier 2 Community Advisory Committee; Bob Eula, Chair, City of Commerce Tier 1 Community Advisory Committee and Member, Tier 2 Community Advisory Committee; Sue Lai, Port of Los Angeles; Tad Teferi, Caltrans; Hamid Toosi, Caltrans; Pat McLaughlin, MIG; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Jerry Wood, Gateway Cities COG Consultant Engineer.

II. Roll Call

Roll was taken through self-introductions.

III. Pledge of Allegiance

Member Bowser led the pledge of allegiance.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Public Comments

Bob Eula showed photographs of truck traffic congestion at the Washington Blvd. interchange with I-710 in the City of Commerce. He described the negative impacts of

this congestion, such as pollution, trucks driving down residential streets, and “total chaos” for those driving a car in the area. He said the trucks all use Washington Blvd. to drive to the rail yards, resulting in a two mile backup with the idling of diesel engines.

VI. Consent Calendar

It was moved by Member Zarrilli, seconded by Member Rollinger, to approve the minutes of the meeting of April 21, 2004. The motion was approved unanimously.

VII. Reports

A. Presentation of Tier 2 Community Advisory Committee’s Final Recommendations

Chairman Pagett introduced Bob Eula and Hamid Bahadori as members of the Tier 2 Community Advisory Committee. He then presented a summary report of the information contained in the Tier 2 Community Advisory Committee’s Final Report. He said the consensus that emerged included three basic guiding principles:

1. This is a corridor—considerations go beyond the freeway and infrastructure;
2. Health is the overriding consideration;
3. Every action should be viewed as an opportunity for repair and improvement of the current situation.

Member Cartwright asked what the difference is between the recommendations found in the matrix in the appendix with regard to those in the body of the report. Pat McLaughlin, MIG, responded that the matrix included both the recommendations of the Tier 1 and Tier 2 committees.

Member Wilson asked what the relationship is between improving the Atlantic/Bandini intersection to the recommended improvements to Bandini to the south. Jerry Wood responded that improvements to Atlantic/Bandini will be studied during the follow-up “mini study” which will look at I-710 from Slauson to SR 60.

Member El-Rabaa said that the County can’t make a final recommendation to go forward with the EIR/EIS until the follow-up study is completed. Member Morales responded that the intent is to take the results from the mini study, after going through the Tier 1 committees, to the Oversight Policy Committee before moving forward with the EIR/EIS process.

Member Gant inquired as to the proposed time frame for the mini study. Mr. Wood responded that the funding for the study is still being worked on with the MTA and the I-5 Joint Powers Authority. He said it should go forward in 30 to 60 days and the study itself should take two months. In the meantime, work on the scope of work for the EIR/EIS stage could proceed. Member Morales said the EIR/EIS probably would not be ready to go out until summer 2005.

Member Bowser asked where in the report is the truck inspection facility. Ms. McLaughlin responded that it is included in the safety matrix.

Member Wilson said that he has real trouble using surface roads as connectors between two freeways. He said the Committee should do everything it can to assure elevated connectors.

Member Cartwright said that he is not prepared to endorse the report as a whole. He said some of the recommendations regarding the Port are achievable, but others are very uncertain. He said he needed an evaluation by the Port Commission of the suggested policies. He asked if the TAC is being asked to approve the Tier 2 Report. Chairman Pagett responded that it is the Oversight Policy Committee that approves; it is a "receive and file" item for the TAC. Member Morales said that the Tier 2 Committee is a creation of the Oversight Policy Committee.

Member Bowser said that he would like to have a presentation of the Tier 2 Report made to the SCAG Transportation Committee.

Member Morales said that the Tier 2 Report was unanimously approved by the Tier 2 Community Advisory Committee.

Member Gant said that the Tier 2 Committee understands that a lot of the recommendations are outside the purview of the Port.

Mr. Bahadori said that the Tier 2 Committee recognizes that these recommendations are a "wish list", some of which would require changes in state or federal law.

Chairman Pagett said that the discussion would be continued under item D.

B. Presentation of Caltrans and FHWA Comments on Design

Member Bangalore introduced Caltrans District 7 Deputy Director Tad Teferi to present the Caltrans/FHWA report. Mr. Teferi said that they usually do not give comments at this stage of a project. He said most of the comments are technical in nature and are questions that would be addressed during the EIR/EIS stage. Mr. Teferi introduced Hamid Toosi of Caltrans who, he said, would be available to answer questions after the meeting.

Chairman Pagett asked Mr. Wood to give an overview of the comments from Caltrans. Mr. Wood replied that the comments are really about detail. For example, he said, use of the Flood Control District's levee in Bell Gardens requires further study. In general, Caltrans is supportive of the concept, with details to follow. He said most of their comments will be addressed during the EIR/EIS phase.

C. Presentation on Right-of-Way Impacts in the Proposed Hybrid Design

Mr. Wood reported that the right-of-way impacts included in the report do not include the I-5/I-710 interchange. The current recommended design includes only five residential takes compared to the 700-800 in the original hybrid design presented to the TAC in April. He said other types of takes are probably in the same magnitude as before; perhaps a little less. Chairman Pagett said that the right-of-way report should be incorporated into the hybrid design report to the Oversight Policy Committee.

D. Discussion and Possible Action Regarding a Final Technical Advisory Committee Recommendation to the Oversight Policy Committee

1. Approval of Community Design Hybrid as Described in Technical Memorandum with any Additions, Exceptions, Concerns, or Recommendations for Further Study

Chairman Pagett asked for discussion regarding the Community Advisory Committee's recommended hybrid design.

Member Wilson said that the "Under Study" section should be extended south to Atlantic/Bandini.

Member Dorland said that the current concept doesn't have any early implementation strategy other than arterials. She suggested extension of the Terminal Island Freeway to Alameda Street, which wouldn't affect residential properties. Chairman Pagett recommended that that issue be brought up under sub-item number 3 later in the agenda.

It was moved by Member Rollinger, seconded by Member El-Rabaa, to approve the community design hybrid as described in the technical memorandum.

ROLL CALL

AYES: Members Rollinger, Alvarado, Zarrilli, Ajawara, La, Fu, Gant, Farhadi, Mostahkami, Wilson, El-Rabaa, Cartwright, Dorland, Bangalore, Morales, Bowser, Gomez; Chairman Pagett

NOES: None

ABSENT: Members Oropeza and Balmir

2. Support of Tier 2 Community Advisory Committee's Final Report with any Comments, Concerns, or Recommendations for Further Study

Member Gomez said she could support the Tier 2 Report in concept, while acknowledging that some recommendations would require legislative and/or regulatory changes.

Member Cartwright said he needed time to review those aspects relating to the ports and bring back his comments at the next meeting. Chairman Pagett said that the TAC could take action and the ports could submit their comments to the Oversight Policy Committee.

Mr. Bahadori said that support of the Report is important because it is seen as a change from the previous process. He said it would show good faith on the part of the cities and the ports.

Member La said that it is very rare to get one hundred percent approval of a report as the Tier 2 Community Advisory Committee had done. Member Gant said she agreed with Member Gomez that the TAC should support the Report with the understanding that some recommendations would require legislative or regulatory body action. Member El-Rabaa said that there's really nothing technical in the Report to approve; it's a policy question that should be moved on.

It was moved by Member La, seconded by Member Gant, to support the Tier 2 Community Advisory Committee's Final Report.

ROLL CALL:

AYES: Members Rollinger, Alvarado, Zarrilli, Ajawara, La, Fu, Gant, Farhadi, Mostahkami, Wilson, El-Rabaa, Bangalore, Morales, Bowser, Gomez; Chairman Pagett

NOES: Members Cartwright and Dorland

ABSENT: Members Oropeza and Balmir

3. Recommendation of Additional Construction Elements from Alternatives C, D, and E to be Carried Forward, if any

Member Bowser said that approving truck lanes only up to Slauson at this time ultimately impacts the flow of the east/west traffic. Member Cartwright said that the approved hybrid design took the truck lanes to the Washington Blvd. rail yards.

Member Wilson recommended a change to the language relating to arterial improvements under the "hybrid" alternative by striking "scope to be determined" and changing it to read: "Improve all arterials within the corridor".

It was moved by Member Mostahkami, seconded by Member Fahadi, to approve the construction elements from Alternative C, D, and E, and the “hybrid” alternative design elements with the amendment suggested by Member Wilson. The motion was approved unanimously.

4. Review and Approval of the No-Build Alternative

It was moved by Member Gant, seconded by Member Fahadi, to approve the No-Build Alternative as presented. The motion was approved unanimously.

5. Review and Approval of the TSM/TDM Alternative

It was moved by Member Zarrilli, seconded by Member La, to approve the TSM/TDM Alternative as presented. The motion was approved unanimously.

Member Mostahkami asked what would be on the September 30 agenda of the Oversight Policy Committee. Deborah Chankin responded that there would be two items on the agenda: the Tier 2 Community Advisory Committee’s Final Report and the “hybrid” alternative recommended by the TAC. She said that the OPC would probably not take action at the September 30 meeting, but take the items under advisement and come back in October to approve them. She said they will be looking first for each city council to ratify the “hybrid” concept.

VIII. Adjournment

The meeting was adjourned by consensus at 3:18 p.m.