

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

**A Meeting Held at the Carson Community Center
3 Civic Plaza, Hall C
Carson, CA**

November 18, 2004

I. Call to Order

Co-Chair Pena called the meeting to order at 6:40 p.m.

II. Roll Call

Roll Call was taken by the Self-Introductions.

COMMITTEE MEMBERS PRESENT: Co-Chair Samuel Peña, Maywood; Co-Chair Frank Colonna, Long Beach; George Cole, Bell; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Keith McCarthy, Downey; Fernando Pedroza, Lynwood; Gene Daniels, Paramount; Hector de la Torre, South Gate; William Davis, Vernon; John Calhoun, Port of Long Beach; Thomas Warren, Port of Los Angeles; Ray Maekawa, MTA; Raja Mitwasi, Caltrans; Rich Macias, SCAG.

COMMITTEE MEMBERS ABSENT: Isadore Hall III, Compton; Ric Loya, Huntington Park; Gloria Molina, County of Los Angeles.

ALSO PRESENT: Commerce Councilmember Nancy Ramos; Sharas Bangalore, Caltrans; William Pagett, Chair, I-710 Technical Advisory Committee; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; David Aleshire, GCCOG Special Counsel; Deborah Chankin, GCCOG Director of Program Development; Jerry Wood, GCCOG Consultant Engineer.

III. Pledge of Allegiance

Co-Chair Colonna led the pledge of allegiance.

IV. Amendments to the Agenda

There were no amendments to the agenda.

V. Consent Calendar

It was moved by Co-Chair Colonna, seconded by Member Crespo, to approve the minutes of the meeting of September 30, 2004. The motion was approved unanimously, with Members Cole and Daniels abstaining.

VI. Consideration of the Recommendations from the I-710 Technical Advisory Committee, Tier 1 Community Advisory Committees, and the Tier 2 Community Advisory Committee

- A. Locally Preferred Strategy
- B. Tier 2 Report and Recommendations for Health and Air Quality
- C. Tier 2 Report and Recommendations for EIR/EIS
- D. Tier 2 Report and Recommendations for Community Improvements Above and Beyond the EIR/EIS
- E. Tier 1 and Tier 2 Community Outreach Process

Richard Powers introduced the items before the Oversight Policy Committee. Mr. Powers presented background on the process leading up to this point. He said that the recommendation is to approve the strategy from the ports to the rail yards at Washington Blvd. and to incorporate direction that the "mini study" in Commerce and East Los Angeles is to follow. Mr. Powers said that the Tier 2 Report included a recommendation that the OPC request the Gateway Cities Council of Governments to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan. He recommended that the OPC forward the Tier 2 Report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS; and that the OPC request the Gateway Cities Council of Governments to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community.

Co-Chair Colonna acknowledged the efforts of the Tier 1 and Tier 2 community advisory committees. It was moved by Co-Chair Colonna, seconded by Member Dear, to approve items VI. A through E as presented.

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Member De La Torre requested an amendment to the recommendation in item VI. B so that it reads: "It is recommended that the OPC request the Gateway Cities Council of Governments to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan to include not only technical, but also funding, institutional structure, and legislative strategies, as well as an approach to holding public agencies with jurisdiction within the corridor accountable for progress in meeting air quality and public health objectives in the corridor and region." The amendment was accepted by Co-Chair Colonna and Member Dear.

Member Pedroza asked which Tier 2 recommendations are included in the motion. Mr. Powers responded that there would be the opportunity through the EIR/EIS phase under item VI. D to cover anything in the report. He said it would all be sorted out and dealt with as the EIR/EIS process begins.

Member Calhoun read the direction from the Long Beach Board of Harbor Commissioners to move the report's recommendations forward as pre-scoping comments and not as conditions. Member Warren said that he concurred with the Port of Long Beach's recommendation. Member McCarthy said that he also concurred that the report be taken as guidance and not as a mandate. He said he isn't sure that air quality is the number one issue and not others such as traffic safety. Member Argumedo responded that air quality consistently came up as the number one issue in community meetings. Co-Chair Pena said that air quality has been a consistent theme with the community. Member Pedroza said that the Air Quality District's cancer map shows most cancer occurring next to freeways. Member Argumedo said that he can support the statement that air quality is the number one health issue in the corridor. Member Mitwasi said that anything done to improve this freeway must improve congestion and air quality. Member Cole said that the public sees air quality as a top issue. Member McCarthy responded that there is just not the objective evidence to state that air quality is the number one health issue. Co-Chair Pena responded that the number one concern he has heard is the air quality issue.

Member Argumedo recommended that item VI. B be voted on separately. Member De La Torre said that he feels the entire package should be voted on together. Member McCarthy said that for the want of a few words he would have to vote no.

The Special Counsel said that it has already been noted that the two ports have entered into the record their concerns. He suggested that Member McCarthy do likewise for the City of Downey and still vote on the motion. Member McCarthy thanked the Special Counsel, and noted that the same language is in item VI. D. He asked that the record reflect his concern.

Member Pedroza asked to hear from the public before taking a vote.

Member Warren said that the Alameda Corridor Authority was able to make improvements outside of the EIR/EIS. He pointed out that they have no way to regulate trucks to use alternative fuels, to move freight to other ports, or to impose fees. He said it is not feasible to do these things as part of the corridor project. He said he can support the project with those caveats.

Co-Chair Colonna said that some recommendations are achievable now, and some, perhaps, in the future. He suggested that any items that are beyond our scope be added as an addendum of objectives rather than requirements. He said this body does not have regulatory authority, but we shouldn't get bogged down on particulars.

Member Dear left the meeting at 7:35 p.m.

Steve Finnegan, Automobile Club of Southern California, submitted a letter from the Auto Club. He said the Auto Club supports efforts to relieve congestion. He thanked the OPC for inviting the Auto Club to participate in the Tier 2 process. He said I-710 is an old freeway that has outlived its ability to handle the current traffic level. He said he supports the recommendation that synthesizes the recommendations of the Technical Advisory Committee and the Tier 2 Community Advisory Committee. He said he supports the Locally Preferred Strategy.

Malcolm Carson, Legal Aid Foundation of Los Angeles and Member of the Tier 2 Community Advisory Committee, said that the resolution prepared by staff does not reflect the consensus of the Tier 2 Report. He said the Tier 2 Community Advisory Committee said the project must be conditioned on air quality standards being met before initiation of construction. Noel Park, Tier 2 Community Advisory Committee, said that he echoed what Mr. Carson said. He said the Committee put forward conditions because it felt they were necessary in order to have the Committee's support for the project.

Member Gloria Molina arrived at the meeting at 7:43 p.m.

Dr. Elisa Nicholas, Director of Long Beach Children with Asthma, said that this is clearly a public health issue because of the effects on the growth of lungs in children. Dr. Ed Avol, USC Keck School of Medicine, said that millions of people are affected by air quality conditions in the corridor. He said this view is buttressed by recent studies.

Ray Park, Chair of the City of Carson's Tier 1 Community Advisory Committee,

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said that Carson has several freeways and the Alameda Corridor. He said the ports are killing the residents of this community. He said the Tier 2 Report is not for information only.

Marisela Knott, Commerce resident, said that she has lived with the negative impacts of locomotives and trucks. Sylvia Betancourt, Commerce resident, said that health is the number one issue with respect to the I-710 project. Erin Rogers, Union of Concerned Scientists, said that her organization has not taken a position on the Tier 2 Report. She cited the study regarding the effects of diesel exhaust.

Andrea Hricko, USC Keck School of Medicine, said that a public outcry was responsible for the creation of the community advisory committees. She said health was the number one concern of the Tier 2 Community Advisory Committee. She urged the OPC to take their report into serious consideration.

Bob Eula, Chair of the City of Commerce Tier 1 Community Advisory Committee, said that his city is heavily impacted by I-710 and truck traffic. He said trucks line up and down Washington Blvd. to get on I-710. He asked the OPC to adopt the report fully.

Nidia Bautista, Coalition for Clean Air, said that the process has set a model for the nation. She said air quality is the number one concern. Expansion of the freeway will enable truck traffic to grow. She said the document should be adopted in whole as conditions and recommendations. Silvia Pena, Co-Chair of the Long Beach Tier 1 Community Advisory Committee, said she wished they could see a child when he suffers from an asthma attack. She said health is more important than transportation.

Roger Holman, Coolidge Triangle Homeowners Association, Long Beach, said the recommendation in item VI. C. should be changed from "guidance" to "specific direction". Rod White, Chair of the Lynwood Tier 1 Community Advisory Committee, said that the hours put into the Tier 1 and Tier 2 process were very rewarding. He said the number one concern was health and air quality. Vivian Duenas, Youth for Environmental Justice, South Gate, said that I-710 expansion will cause people to lose their homes and increase pollution. Zarret Proa, Communities for a Better Environment, said that he has a sister with asthma who is suffering from all the way decisions are made in South Gate.

Member Argumedo asked if staff had worked with the Tier 2 Community Advisory Committee in crafting its recommendations. The Executive Director referred to the recommendation to accept the entire report and forward it as guidance. Member Argumedo said that he was concerned that there are no commitments to assure the problems will be addressed. The Executive Director responded that

this phase has always been a recommending phase and that all of the comments will be memorialized and moved into the EIR/EIS phase.

The Special Counsel said that the language in the conditions and the amendment by Member De La Torre address many of the concerns expressed tonight. Member Cole said that the stumbling block is the word "guidance". He asked why we can't just say it be incorporated into the motion as pre-scoping direction. Co-Chair Colonna said that they need to move forward because we can't live with the conditions that exist on I-710.

Member Daniels asked if the Tier 1 and Tier 2 committees will still be intact as we move forward. Member Gurule asked if the next phase of the project will come back to the OPC. The Executive Director said that the Oversight Policy Committee will remain in place.

Member De La Torre said that it is important to understand how long something like this takes: 8, 10, or 12 years. He said it is important to remember that we can get to work on a lot of things before this project ever gets under way.

Member Molina said she has been very impressed by the Tier 1 and Tier 2 participants and the quality of the report. She said advocacy has to continue and that other parties need to be brought to the table, for example, the ports, California Trucking Association, Longshoremen's Union, and Congressional representatives. She said her concern is that people think that this body has all of the decision-making authority. She said she doesn't want to misrepresent what they can do. She said the reality is that we can't leave things the way they are now.

Co-Chair Pena asked the Executive Director to restate the motion that was before the Oversight Policy Committee. The Executive Director read the recommended actions, including the amendment from Member De La Torre, as follows:

- A. Adopt the Locally Preferred Strategy recommended by the I-710 Technical Advisory Committee for purposes of environmental analysis, incorporate the results of the sub-area "mini" study upon its completion, and seek funding to initiate an EIR/EIS;
- B. Request the Gateway Cities Council of Governments to return with suggested steps for initiating the development and implementation of a corridor level Air Quality Action Plan to include not only technical, but also funding, institutional structure and legislative strategies, as well as an approach to holding public agencies with jurisdiction in the corridor accountable for progress in meeting air quality and public health

objectives in the corridor and region;

- C. Forward the Tier 2 Community Advisory Committee Report in its entirety to be accepted as pre-scoping guidance to the preparation of the EIR/EIS;
- D. Request the Gateway Cities Council of Governments to identify and pursue appropriate avenues to implement those Tier 2 recommendations that prove to exceed the scope of any I-710 transportation improvement project and report back to the community;
- E. Request MTA and Gateway Cities COG staff to suggest a process and structure for continuing community participation throughout the environmental analysis.

Co-Chair Pena asked for a voice vote. The motion was approved unanimously.

VII. Comments from OPC Members

Co-Chair Pena thanked Members McCarthy and De La Torre, who were attending their last meeting as OPC members, for all of their dedicated work.

VII. Public Comments

There were no additional comments from the public.

IX. Adjournment

It was moved by Member Warren, seconded by Member De La Torre, to adjourn. The motion was approved unanimously. The meeting of the I-710 Oversight Policy Committee was adjourned at 8:47 p.m.