



The Gateway Cities
Air Quality Action Plan

AQAP Joint Technical and Advisory Roundtable— October 24, 2011 Meeting Summary

Location: Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, CA 90723

Time: 5:00 p.m. to 8:00 p.m.

Advisory Committee Invited Participants (highlighted names were in attendance)

Academic & Educational

Brian Cole, UCLA School of Public Health

Norm Kirschenbaum, Tri-Cities Regional Occupational Program

Joe Magaddino, California State Univ. Long Beach

Susan Ahn, Long Beach Unified School District

Community Representatives

Diana del Pozo-Mora, Mothers of East LA

Joan Greenwood, West Long Beach Neighborhood

Richard Havenick, Port Community Advisory Committee, POLA

Harold Tseklenis, Downey Community Representative

Environmental

Luis Cabrales, Coalition for Clean Air

Robert Cabrales, Communities for a Better Environment

Amanda Eaken, Natural Resources Defense Council

Adrian Martinez, Natural Resources Defense Council (Alternate)

Angelo Logan, East Yard Communities for Environmental Justice

Jesse Marquez, Coalition for a Safe Environment

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Public Health Advocates

John Miller, Physician

Elisa Nicholas, LBACA

Jessica Tovar, LBACA

Neal Richman, Breathe California of Los Angeles County

Paul Simon, LA County Department of Public Health

Zahirah Washington Mann, Legal Aid Foundation Los Angeles

Private Sector

Victor Caballero, Express Transportation Services

TL Garrett, Pacific Marine Shipping Association

Marisa Olguin, Vernon Chamber of Commerce

Patty Senecal, Western States Petroleum Association

Public Sector

Richard Cameron, Port of Long Beach

Peter Greenwald, SCAQMD

Susan Nakamura, SCAQMD (Alternate)

Christopher Patton, Port of Los Angeles

Zorik Pirveysian, Port of Los Angeles

Alan Hicks, U.S. Department of Transportation

Cynthia Marvin, Air Resources Board

Jack Kitowski, California Air Resources Board

At-Large

Alex Cherin, Englander, Knabe & Allen

Andrea Hricko, University of Southern California

Alex Pugh, Southern California Edison

Lupe Valdez, Union Pacific

Max Pike, California Environmental Associates

Elizabeth Warren, FuturePorts

Technical Roundtable - Invited Participants (those in attendance highlighted)

Ruben Arceo, City of La Mirada

Steve Forster, City of La Mirada

Jill Griffiths, City of Long Beach

Nelson Kerr, City of Long Beach (Alternate)

Steve Lefever, City of South Gate

David McDonald, Los Angeles County Regional Planning

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Daniel Ojeda, City of Lynwood

Kevin Maggay, Port of Los Angeles

Lewis Pozzebon, City of Vernon

Evenor Masis, Los Angeles County Public Health

Robert Vasquez, Los Angeles County Public Health

Jon Leonard, TIAX

Susan Nakamura, South Coast Air Quality Management District

Jonathan Nadler, Southern California Association of Governments

LaDonna DiCamillo, Burlington Northern Santa Fe Railway

Project Team:

GCCOG: Jerry Wood, Karen Heit

Metro: Adrian Alvarez, Danielle Valentino

ICF Team: Scott Broten (ICF), Jonathan Heller (HIP), Susan DeSantis (AA), Maria Yanez-Forgash (AA), Elizabeth Hansburg (AA); Katie Burnside (AA)

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Agenda**I. Opening Comments and Introductions**

Susan DeSantis welcomed everyone and gave a brief review of the calendar of upcoming meetings. She noted the upcoming meeting of the Gateway Cities COG Environmental Committee (EC) on Wednesday, October 26, at which time the EC will decide whether to advance the HIA to the COG Transportation Committee and Board. From there, the Gateway Cities Transportation Committee and Board of Directors will decide whether to submit the HIA to I-710 Project Team for inclusion in the I-710 EIR/EIS. Ms. DeSantis noted the change in schedule for the November Roundtable meetings; however, Andrea Hricko interjected that there was a conflict with the Advisory Roundtable meeting as currently scheduled for Wednesday, November 16. Ms. DeSantis suggested moving the meeting to Monday, November 14.

II. Agenda Overview

After reviewing the calendar, Ms. DeSantis introduced Jonathan Heller of Human Impact Partners (HIP), who would be presenting the remaining three chapters of the HIA: Traffic Safety, Neighborhood Resources, and Jobs and Economic Development, as well as reviewing the recommendations for the Mobility and Air Quality chapters.

III. Oral Reports**A. I-710 HIA Findings and Recommendations – Jonathan Heller, HIP****1. Traffic Safety Chapter**

Mr. Heller began with a review of the Traffic Safety Chapters. He briefly reviewed the Pathways to Health diagram developed during the scoping process. He said that HIP was continuing to refine the Factors Influencing Freeway Collision Frequency (slide 3), but that volume was certainly a major determinant. He noted that the factors, as listed on slide 3, will change under each of the build alternatives; therefore, it is difficult to predict with certainty the number of collisions, but overall the number of collisions is expected to increase relative to the increase in traffic volume on I-710 if it is expanded.

Mr. Heller took questions about the percentage of traffic on the freeway and the collisions that are truck related. He gave more detail about the data sources used to make the predictions, which are the Draft I-710 Traffic Studies (October 2004 – September 2007) and the State Wide Integrated Traffic System (SWITRS). Some members expressed frustration at the limitations of the data and thus what the traffic collision modeling could not predict. When asked about the safety improvements that are included in the Project plans, particularly in Alternative 6, Mr. Heller indicated that Adrian Alvarez (Metro) had recently provided additional information, which is currently being analyzed to see how it would influence the predictions. However, even Alternative 6, which includes designated truck lanes, will not separate all trucks from passenger vehicles; therefore, the increase in trucks from the expanded capacity of I-710 is likely to increase the number of collisions on I-710 and arterials adjacent to it.

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Members expressed concern about the impact of truck traffic on arterial roads from projects at the Port of Long Beach that have yet to be completed including Pier S, SCIG, and the Port of Long Beach concrete block facility. They also expressed concern over the wear and tear on roads as trucks travel to and from the warehouses and chassis storage facilities that currently exist outside the 1-mile study area, as well as those that will be constructed once I-710 is expanded. Members expressed concern over the costs that the road repairs put on local governments.

At the end of the Traffic Study chapter presentation, Ms. DeSantis requested that Jerry Wood provide the Roundtable Members with a brief report on the Gateway Cities COG Staff recommendations that will be provided to the Environmental Committee at its meeting on October 26. Mr. Wood said that the COG Staff is recommending a peer review of HIP's Health Impact Study. Several members, including Mr. Heller, expressed concern that the peer reviewers would be a "cherry picked" group with a specific agenda already in mind. Mr. Wood assured the group that the reviewers would be qualified professionals and the process to select them would be transparent.

2. Jobs and Economic Development Chapter

Mr. Heller then moved to the Jobs and Economic Development Chapter. He reminded the Roundtable Members that the numbers used to predict job growth assume a full buildout of the Port of Long Beach. He also emphasized the need for jobs that pay a living wage; however, many of the jobs that will be created do not. Several members suggested an emphasis on "green jobs" and those using zero emission or other advanced technology as a source of living wage jobs. Mr. Heller drew the connection between jobs and health outcomes, confirming that the largest predictor of lifespan is income.

3. Neighborhood Resources Chapter

Next, Mr. Heller reviewed the criteria considered when judging "neighborhood completeness". He relayed the literature findings that tie neighborhood completeness with physical activity health outcomes. He also shared that people's perceptions of their environment affect their decisions about walking/biking to neighborhood stores and using public recreation spaces like parks. He explained the map (slide 7) that identifies those neighborhoods that are most complete as well as those lacking the services that make them so. One member suggested an additional overlay of data displaying residential density, which would indicate where people were most affected by the lack of services in their area. He relayed that the increase in traffic volume on arterials will not improve residents' perceptions of their environment for people living adjacent to the freeway. He added that the expansion of the I-710 brings the possibility of improvement for areas farther away from the freeway. Given this potential, several members raised concerns about the possible displacement of low-income residents as the economic conditions in areas further away from the freeway improve. Their concern is that low-income residents would be pushed

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closer towards the freeway. Mr. Heller concurred and agreed to add a recommendation for policy initiatives that would help to avoid this displacement. At the conclusion of his presentation, there were several questions about the cost of mitigation and the need for a cost/benefit analysis of the recommendations.

4. Mobility and Air Quality Recommendations

Discussion of the Mobility and Air Quality Recommendations focused on the members' desire to see cutting-edge technology used to address both of these issues. The high tech methods raised by members include new rail technology such as maglev as well as zero-emission trucks and electrified freight trains. The change in language of the recommendation to advocate for "state of the art rail" to now use the legal definition of "best available control technology" was of concern to some members because it appears to move away from what some ART members are advocating (e.g., electrified rail and maglev technology). The legal definition of best available control technology was described by one Technical Roundtable member as technology that is available and feasible. However, several Advisory Roundtable Members expressed skepticism that best available control technology is different from what is currently in use. Because of this debate, Advisory Roundtable Members called for scrapping the definition in favor of using the language from the Tier 2 Report, which advocated cutting-edge technology.

IV. Public Comments

There were no public comments.

V. Next Steps and Wrap Up

At the conclusion of the discussion, Ms. DeSantis noted the dates of the upcoming meetings. She confirmed that the November Roundtable Meetings would allow time for further discussion of the issues raised here.

VI. Adjournment

Ms. DeSantis adjourned the meeting.