



The Gateway Cities  
**Air Quality Action Plan**

## AQAP Technical Roundtable – July 13, 2011 Kick-off Meeting Summary

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

**Time:** 1:00 p.m. to 3:30 p.m.

### **Invited Participants (those in attendance highlighted)**

#### **Federal**

Susan Sturges, U.S. Environmental Protection Agency (webinar)  
Alan Hicks, Maritime Administration, U.S. Department of Transportation

#### **Regional**

Susan Nakamura, South Coast Air Quality Management District  
*Ian MacMillan, South Coast Air Quality Management District (Alternate)*  
Jonathan Nadler, Southern California Association of Governments  
*Alison Linder, Southern California Association of Governments (Alternate)*

#### **Public Works and Planning**

Ruben Arceo, City of La Mirada Community Development  
Steve Forster, City of La Mirada Public Works  
Jill Griffiths, City of Long Beach Planning Department  
Wendell Johnson, I-710 and 91/605/405 Technical Advisory Committees, City of Compton  
*Dorian Alcantar, City of Compton*  
Steve Lefever, City of South Gate Community Development  
David McDonald, Los Angeles County Regional Planning Department  
Daniel Ojeda, City of Lynwood Public Works

#### **Ports**

Kevin Maggay, Port of Los Angeles  
TBD, Port of Long Beach

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**Public Health**

Nelson Kerr, City of Long Beach Health and Human Services

*Kathy Estrada, City of Long Beach Health and Human Services (Alternate)*

Lewis Pozzebon, City of Vernon Health and Environmental Control Department

Evenor Masis, Los Angeles County Department of Public Health

Robert Vasquez, Los Angeles County Department of Public Health

**At-Large**

Jon Leonard, TIAX, LLC

LaDonna DiCamillo, Burlington Northern Santa Fe Railway

**Project Team**

**GCCOG:** Jerry Wood, Karen Heit

**Metro:** Adrian Alvarez, Danielle Valentino, Sarah Jepson

**ICF Team:** Scott Broten, Jeff Ang-Olson, Arlene Rosenbaum (webinar), Susan DeSantis, Kristen Torres, Laura Muna-Landa (webinar), Maria Yanez-Forgash (webinar), Jonathan Heller

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**Agenda**

**I. Opening Comments**

*Susan DeSantis, Arellano Associates*

Ms. DeSantis welcomed the roundtable members and thanked them for their dedication and participation in this process to improve air quality in the Gateway Cities.

**II. Introductions**

**III. Agenda Overview and AQAP Participation Framework**

Ms. DeSantis provided an agenda overview. She noted that, in addition to several presentations, the meeting was to include an in-depth discussion of the I-710 Health Impact Assessment (HIA) and the selection of an Air Quality Action Plan (AQAP) Technical Roundtable liaison to the Gateway Cities Environmental Committee.

**Discussion Summary** – *The group reviewed the different work products from the I-710 EIR/EIS and the AQAP project as well as other Gateway Cities projects, such as SB 375. Members of the group expressed concern because their organizations are having a difficult time allocating enough staff time for the parallel processes of the AQAP project and the I-170 EIR/EIS. They expressed a desire to see all of the meetings for both processes on a calendar. Mr. Wood offered, on behalf of the project team, to create a calendar with the two processes.*

**IV. Compendium of Existing and Proposed Near-term Air Quality Report**

*Jeff Ang-Olson, ICF International*

Mr. Ang-Olson provided a brief report on the *Compendium of Existing and Proposed Near-term Air Quality Improvement Strategies for the I-710 Corridor*. He noted that the compendium, which was created in 2006, is intended to be an information baseline for proposed near-term air quality strategies. The compendium was updated using the following methodology: review the original compendium, review regulations and other documents created during the last 5 years, and conduct interviews with Port of Long Beach and Port of Los Angeles staff members to determine the status of the previously identified near-term air quality strategies. He noted that measures with significant emissions benefits have been adopted since 2006. It was reported that 106 out of the 154 measures identified in 2006 have been fully implemented.

**Discussion Summary** – *The roundtable requested transmittal of the full compendium document for further review. Ms. DeSantis said that it would be made available. It was suggested that the compendium should distinguish between carrot-style and stick-style measures.*

**V. I-710 Construction Staging Concept**

*Jerry Wood, Director of Transportation and Engineering, Gateway Cities Council of Governments*

Mr. Wood presented the I-710 construction staging concept. He noted that the concept is based on building the I-710 freight corridor before the general purpose lanes. He then explained why this concept is being proposed. He noted that communities want cars and trucks separated. Constructing the I-710 freight corridor first will significantly improve congestion,

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mobility, and safety (i.e., reduce accident rates) in the general purpose lanes. The rest of I-710 general purpose lane improvements will occur over time as funding becomes available.

Mr. Wood also stated that the I-710 freight corridor is a potential P3 project (privately financed, or a portion thereof), which means it can be implemented in less time. In addition, zero-emissions transportation technologies may be implemented in the freight corridor sooner than they would be otherwise. Construction of much of the freight corridor would be adjacent to existing freeway lanes, thereby minimizing freeway disruptions. Mr. Wood noted that the concept and the related staging and phasing are based on current geometric plans, as shown in the PowerPoint presentation. If these plans change, the staging and phasing, as well as some project elements, may change.

**Discussion Summary** – *The roundtable discussed the role of Measure R tax revenue in I-710 construction. The \$600 million for early-action measures is currently under review. This includes a feasibility study for sound walls that would be constructed early. The roundtable learned that relatively few residences would be acquired prior to construction. Mr. Wood outlined the history of the screening process for the I-710 HIA, including the 7-to-10 vote by the I-170 Project Committee to include the HIA in the I-710 EIR/EIS.*

**VI. I-710 Health Impact Assessment**

*Jonathan Heller, Executive Director and Co-Founder, Human Impact Partners*

Mr. Heller reviewed the health determinants and outlined the type of feedback that would be constructive to the HIA at this stage in the process. He reminded the roundtable that the I-710 HIA Technical Working Group has essentially reached a consensus on the HIA.

**Discussion Summary**

1. **HIA Goals:** *The roundtable briefly discussed removing Goal 4; it was noted that Goal 4 had been suggested by the Port of Los Angeles. The roundtable again reviewed the work products that are relevant to the Gateway Cities subregion as well as those that are specific to I-710. Next, members of the roundtable discussed providing mitigation measures for the EIR/EIS. They were reminded that such measures would ultimately be up to the California Department of Transportation. The discussion then moved toward some broader questions, such as those pertaining to the AQAP and how it complements the EIR/EIS process by addressing a wider range of health issues. Ms. Griffiths said that this was an excellent project for delving into these questions. A consensus regarding goals was reached.*
2. **Health Determinants and Overriding Parameters Comments:** *The roundtable said that the HIA should mention water quality, even though the project design is already required to capture runoff. The discussion turned to reviewing the assumptions that were used to assess determinants. Mr. Heller defined some public health terminology and said that the HIA assumes full port buildout. The pathways were described in more detail for clarification.*

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*The discussion touched on the exclusion of construction emissions, a potential community concern. Mr. Heller said that it would not be feasible to include construction emissions in the HIA at this point given the timeframe. Members of the roundtable said that the process for giving feedback was rushed. In response, the project team invited roundtable members to provide their input in writing following the meetings. In general, the roundtable expressed agreement with the overarching scoping parameters presented.*

3. **Air Quality Effects Pathway Comments:** *The roundtable discussed which types of data would be analyzed quantitatively and which would be analyzed qualitatively. When potential concerns regarding the credibility of references used in the HIA arose, Mr. Heller assured the group that all references would be properly cited throughout the HIA. Roundtable members discussed PM 2.5 morbidity/mortality issues, and Mr. Heller indicated that established U.S. Environmental Protection Agency and California Air Resources Board methodology would be used in the AQAP analysis of these issues. It was acknowledged that there is a larger discussion surrounding the aforementioned methodology. The group said that the HIA should use standard language to communicate the magnitude and directionality of health impacts. Mr. Heller told the group that alternatives would be compared with the No-Build Alternative (Alternative 1), which would be used as a baseline. The group asked how they would be kept informed of results from technical reports that have not yet become public. The findings of the reports can be discussed; however, the reports themselves are confidential at this time and will not be released.*

*The group also discussed how the HIA analyzes changes in health outcomes but does not necessarily address residuals, which will be a major concern to the community. The project team noted that the air quality/health risk assessment component of the AQAP will address residuals.*

4. **Noise Effects Pathway:** *No comments at this time.*
5. **Mobility Effects Pathway:** *No comments at this time.*
6. **Traffic Safety Effects Pathway:** *It was suggested that the HIA should consider likely changes in passenger vehicle size and technology, especially as vehicles become smaller and lighter.*
7. **Jobs and Economic Development Effects Pathway:** *Clarifying questions were asked regarding port buildout assumptions as well as jobs and benefits. Mr. Heller suggested that the analysis hinges on an assessment of changes in the cost of doing business in the Gateway Cities. He anticipates difficulty in providing an accurate picture of those changes for the different project alternatives.*
8. **Neighborhood Resources Effects Pathway:** *The roundtable provided few comments. Mr. Heller explained that much of the analysis for this pathway depends on the community's perceptions of environmental hazards. Mr. Wood noted that much of those perceptions is recorded in the Tier 2 report.*

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**VII. Public Comments**

There were no public comments.

**VIII. Nomination and Selection of Representative to the Environmental Committee**

Daniel Ojeda was nominated and selected to serve as the roundtable representative to the Environmental Committee.

**IX. Next Steps and Wrap Up**

Ms. DeSantis invited the roundtable to participate in the following day's Advisory Roundtable discussion. The roundtable requested a roster for the advisory roundtable.

**X. Adjournment**

The meeting was adjourned at 3:15 p.m.