

AQAP Advisory Roundtable–November 14, 2011 Meeting Summary

Location: Gateway Cities Council of Governments

16401 Paramount Blvd. Paramount, CA 90723

Time: 5:00 PM to 8:30 PM

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 University, Long Beach

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 Adrian Martinez, Natural Resources Defense Council (Alternate) Angelo Logan, East Yard Communities for Environmental Justice Jesse Marquez, Coalition for a Safe Environment

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
Malcolm Carson, Legal Aid Foundation Los Angeles (Alternate)

The Gateway Cities

Air Quality Action Plan

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

Renee Moilanen, 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, California Air Resources Board

Renee Littaua, California Air Resources Board (Alternate)

Susan Ahn, Long Beach Unified School District

At-Large

Alex Cherin, Englander, Knabe & Allen

Andrea Hricko, University of Southern California

Alex Pugh, Southern California Edison

Lupe Valdez, Union Pacific

Elizabeth Warren, FuturePorts

Project Team:

GCCOG: Jerry Wood, Karen Heit

Metro: Adrian Alvarez

ICF Team: Andrew Papson (ICF), Scott Broten (ICF), Susan DeSantis (AA), Chester Britt (AA), Maria

Yanez-Forgash (AA), Elizabeth Hansburg (AA)

Agenda

I. Opening Comments and Introductions

Susan DeSantis called the meeting to order and welcomed the roundtable members to the meeting. She then introduced herself and Andrew Papson, who would be presenting.

II. Agenda Overview

Ms. DeSantis gave an overview of the participation framework schedule and then the agenda for the meeting, which consisted of a review of the recommendations of the Health Impact Assessment. She explained that the table groups would begin by discussing the three most important recommendations from the Traffic Safety, Neighborhood Resources, and Jobs and Economic Developments chapters, after which they would discuss the remaining chapters' recommendations if time permitted. Ms. DeSantis noted that the top recommendations were selected with the help of Jonathan Heller of Human Impact Partners. She instructed the table groups to consider the wording and proportional responsibility of each recommendation and then to assign proportional responsibility to agencies including Caltrans (I-710 Corridor Project), the Gateway Cities, Metro, or other regional or municipal authorities. Lastly, the tables were to decide on their support for the recommendations. Following the table group discussions, each group would report out and the roundtable members would discuss each recommendation.

Following her remarks, several Advisory Roundtable members asked questions regarding the peer review process that is planned for the HIA. Specifically, they asked about the protocol for selecting the peer review committee and how the peer review would affect the recommendations being made in the HIA. Jerry Wood, Engineer for the Gateway Cities COG, explained that the process was still evolving and invited the roundtable members to submit their ideas to him, such as any nominations to the peer review committee. Ms. DeSantis confirmed that all of the recommendations presented at the roundtable meetings and the subsequent comments would be submitted to the peer review committee for their benefit and review.

III. Oral Reports

Mr. Papson gave a brief presentation reviewing the recommendations that the Advisory Roundtable Members would be discussing.

IV. Roundtable Discussions and Reporting Out

Following this presentation, the ART divided into three table-groups to discuss the recommendations as charged by Ms. DeSantis. At the conclusion of the table-groups' discussion, each table reported their findings. Ms. DeSantis then facilitated a discussion of the full ART. Below is a summary of the discussions including the changes to some recommendations' wording as agreed to during the facilitated discussion of the full ART.

1.4.2 HIA Air Quality Recommendations Discussion Summary

Original HIP Air Quality Recommendation B4.

Planning departments should ensure that all local land use planning improves the separation of residential and other sensitive uses from the goods movement infrastructure. All attempts should be made to move the goods movement infrastructure as close to the freeway as possible and to move sensitive uses away from the freeway and its associated traffic as well as away from the goods movement infrastructure. For example, 1) develop truck parking facilities and truck stops with services near the freeway and 2) pass city ordinances that would a) restrict potential land uses to reduce conflicts between sensitive receptors and air pollution-producing facilities and b) require new residential construction or uses to evaluate air existing pollution levels and mitigate if necessary before issuing permits.

TRT Air Quality Recommendations to Original HIP Language B4.

Planning departments should ensure that all local land use planning improves the separation of residential and other sensitive uses from the goods movement infrastructure. All attempts should be made to move the goods movement infrastructure as close to the freeway as possible and to move sensitive uses away from the freeway and its associated traffic as well as away from the goods movement infrastructure. For example, 1) develop truck parking facilities and truck stops with services near the freeway and 2) pass city ordinances that would a) restrict potential land uses to reduce conflicts between sensitive receptors and air pollution producing facilities and b) require new residential construction or uses to evaluate air existing pollution levels and mitigate if necessary before issuing permits.

Recommendation would read as follows:

All attempts should be made to move the goods movement infrastructure as close to the freeway as possible and to move sensitive uses away from the freeway and its associated traffic as well as away from the goods movement infrastructure.

ART Combined Air Quality Recommendations to Original HIIP Language B4.

Planning departments should ensure endeavor that all local land use planning improves the separation of residential and other sensitive uses from the goods movement infrastructure. All attempts should be made to move the goods movement infrastructure as close to the freeway as possible and to move sensitive uses away from the freeway and its associated traffic as well as away from the goods movement infrastructure "consistent with local land use regulations." For example, 1) develop truck parking facilities and truck stops with services near the freeway and 2) pass city ordinances that would a) restrict potential land uses to reduce conflicts between sensitive receptors and air pollution-producing facilities and b) require new residential construction or uses to evaluate air existing pollution levels and mitigate if necessary before issuing permits.

Recommendation would read as follows:

All attempts should be made to move the goods movement infrastructure as close to the freeway as possible and to move sensitive uses away from the freeway and its associated traffic as well as away from the goods movement infrastructure consistent with local land use regulations.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Did not discuss.						
2	Andrew	Change "ensure" to "endeavor"; add phrase "consistent with local land use regulations" to end of second sentence to reflect that land use is a local issue.					Cities Primary	Y
3	Chester	Delete first and last sentence.	Joint	Joint		SCAG RTP Joint		Υ

Original HIP Air Quality Recommendation D2.

If cleaner trucks or zero emission trucks are adopted as a strategy, ensure that proper regulatory and enforcement actions maintain emissions reduction goals over time and that such efforts are fully funded.

TRT Air Quality Recommendations to Original HIP Language D2.

If cleaner trucks or zero emission trucks are adopted as a strategy, ensure that proper regulatory and enforcement actions maintain emissions reduction goals over time and that such efforts are fully funded. all of the operations and maintenance costs to operate the freight corridor are fully funded and built into the capital costs of the I-710 Project.

Recommendation would read as follows:

If cleaner trucks or zero emission trucks are adopted as a strategy, ensure that all of the operations and maintenance costs to operate the freight corridor are fully funded and built into the capital costs of the I-710 Project.

ART Combined Air Quality Recommendations to TRT Language D2. (No changes made)

If cleaner trucks or zero emission trucks are adopted as a strategy, ensure that all of the operations and maintenance costs to operate the freight corridor are fully funded and built into the capital costs of the I-710 Project.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Debated requiring zero emission trucks; no agreement.						No agreement
2	Andrew	If Caltrans builds a zero emission road, then they need to put in the necessary technology	Primary			Partial	Partial	Yes

		and infrastructure for it to operate as such; it should not just pave a lane of highway and call it "zero emission".				
3	Chester	No changes.	Joint		Ports Joint	Yes

Original HIP Air Quality Recommendation E1.

After the project is completed, regularly monitor air quality at sensitive receptors such as schools, community centers, libraries, and senior facilities. If air pollutant levels rise above what is considered harmful to human health and this is attributable to the I-710 project, commit to retrofit these facilities (e.g., providing upgrades to building thermal performance and ventilation systems) to keep indoor air pollutant levels below that which is considered harmful to human health.

TRT Air Quality Recommendations to Original HIP Language E1. (No changes)

After the project is completed, regularly monitor air quality at sensitive receptors such as schools, community centers, libraries, and senior facilities. If air pollutant levels rise above what is considered harmful to human health and this is at least partially attributable to the I-710 project, commit to retrofit these facilities (e.g., providing upgrades to building thermal performance and ventilation systems) to keep indoor air pollutant levels below that which is considered harmful to human health.

ART Combined Air Quality Recommendations to HIP Original Language E1. (No changes)

After the project is completed, regularly monitor air quality at sensitive receptors such as schools, community centers, libraries, and senior facilities. If air pollutant levels rise above what is considered harmful to human health and this is at least partially attributable to the I-710 project, commit to retrofit these facilities (e.g., providing upgrades to building thermal performance and ventilation systems) to keep indoor air pollutant levels below that which is considered harmful to human health.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Did not discuss.						
2	Andrew	Zero emission should be a requirement; no agreement.		Joint	Joint	Joint		No agreement
3	Chester	No changes.					SCAQMD	Yes

1.4.4 HIA Traffic Safety Recommendations Discussion Summary

Original HIP Traffic Safety Recommendation A2.

Conduct further traffic modeling to determine vehicle speeds and trips taken on arterials to better understand the relationship between freeway expansion and traffic collisions in neighborhoods.

TRT Traffic Safety Recommendations to Original HIP Language A2.

Conduct "Support" further traffic modeling "during construction and operations" to determine vehicle speeds and trips taken on arterials to better understand the relationship between freeway expansion and traffic collisions in neighborhoods "proximity to the corridor."

Recommendation would read as follows:

Support further traffic modeling during construction and operations to determine vehicle speeds and trips taken on arterials to better understand the relationship between freeway expansion and traffic collisions in proximity to the corridor.

ART Combined Traffic Safety Recommendations to TRT Language A2.

Support further traffic modeling during construction and during operation to determine vehicle speeds and trips taken on arterials to better understand the relationship between freeway expansion and traffic collisions on local arterials in proximity to the corridor.

Recommendation would read as follows:

Support further traffic modeling during operation to determine vehicle speeds and trips taken on arterials to better understand the relationship between freeway expansion and traffic collisions on local arterials in proximity to the corridor.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Delete "During construction" is confusing; question the utility of modeling; need to look at the real data.	Primary	Partial	Partial	Partial		Yes
2	Andrew	The modeling should already be in the EIR; therefore, focus on monitoring. Choose a baseline before construction for comparison purposes.	Primary					Yes
3	Chester	Agrees with the other tables to focus on	Joint	Joint				Yes

	monitoring.			

Original HIP Traffic Safety Recommendation C1

Supplement the intersection improvements outlined in the draft I-710 Corridor Project EIR/EIS with pedestrian-level improvements that increase their visibility and safety. Such improvements include, for example, clearly marked and protected crosswalks (e.g., with laddered crosswalks and pedestrian countdown signals).

TRT Traffic Safety Recommendations to Original HIP Language C1. (No changes)

Supplement the intersection improvements outlined in the draft I-710 Corridor Project EIR/EIS with pedestrian-level improvements that increase their visibility and safety. Such improvements include, for example, clearly marked and protected crosswalks (e.g., with laddered crosswalks and pedestrian countdown signals).

ART Combined Traffic Safety Recommendations to Original HIP Language C1. (No changes)

Supplement the intersection improvements outlined in the draft I-710 Corridor Project EIR/EIS with pedestrian-level improvements that increase their visibility and safety. Such improvements include, for example, clearly marked and protected crosswalks (e.g., with laddered crosswalks and pedestrian countdown signals).

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	At what point away from the freeway is it the city's responsibility? If it is in a certain geographic boundary, then it is part of the project.	Primary				Cities Partial	Yes
2	Andrew	No changes.	Primary					Yes
3	Chester	This is a modest request; should be funded.	Primary					

Original HIP Traffic Safety Recommendation C2.

Starting with existing residential streets that are walkable/bikeable, expand the network of walkable/bikeable streets throughout the I-710 corridor to provide safe and pleasant streets that can be used for active transportation. This could include implementing "bicycle boulevards" (i.e., limited-access, low speed streets that have traffic calming features such as mid-block diverters with bicycle cut-outs) in local streets.

TRT Traffic Safety Recommendations to Original HIP Language C2. (No changes)

Starting with existing residential streets that are walkable/bikeable, expand the network of walkable/bikeable streets throughout the I-710 corridor to provide safe and pleasant streets that can be used for active transportation. This could include implementing "bicycle boulevards" (i.e., limited-access, low speed streets that have traffic calming features such as mid-block diverters with bicycle cut-outs) in local streets.

ART Combined Traffic Safety Recommendations to Original HIP Language C2. (No changes)

Starting with existing residential streets that ate walkable/bikeable, Eexpand the network of walkable/bikeable streets throughout the I-710 corridor to provide safe and pleasant streets that can be used for active transportation. This could include implementing "bicycle boulevards" (i.e., limited-access, low speed streets that have traffic calming features such as mid-block diverters with bicycle cut-outs) in local streets.

Recommendation would read as follows:

Expand the network of walkable/bikeable streets throughout the I-710 corridor to provide safe streets that can be used for active transportation. This could include implementing "bicycle boulevards" (i.e., limited-access, low speed streets that have traffic calming features such as mid-block diverters with bicycle cut-outs) in local streets.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	"Pleasant" is subjective; need to expand this idea. Take out "existing residential streets". Responsibility depends on where streets are located.	Joint	Joint	Joint	Joint	City Joint	Yes
2	Andrew	No changes.		Primary				Yes
3	Chester	Add signage to list of things to be done to make streets pedestrian and bike friendly.	Joint	Joint				Yes

Original HIP Traffic Safety Recommendation C3.

Not an HIP recommendation, added by TRT.

TRT Traffic Safety Recommendations C3.

Ensure that the percentage of the I-710 Project funding allocated for active transportation mode (walking and biking) improvements is at least consistent

with the funding levels outlined in the 2012 Regional Transportation Plan (RTP).

ART Combined Traffic Safety Recommendations to TRT Language C3.

Ensure that the percentage of the I-710 Project funding allocated for active transportation mode (walking and biking) improvements is at least consistent with the funding levels outlined in the "SCAG" 2012 Regional Transportation Plan (RTP).

Recommendation would read as follows:

Ensure that the percentage of the I-710 Project funding allocated for active transportation mode (walking and biking) improvements is at least consistent with the funding levels outlined in the "SCAG" 2012 Regional Transportation Plan (RTP).

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support	
1	Scott	The RTP is not finalized; where will finding come from? It's too early for this type of recommendation. Recommend doing a Comprehensive Plan as part of I-710 Project.	Primary					Yes	
2	Andrew	Funding levels for active transportation need to be sufficient to meet the goals as outlined in the 2012 RTP.	Primary					Yes	
3	Chester	Add "SCAG" to the RTP description; they should be consulted regarding this part of the 710 Project.	Primary			SCAG Policy		Yes	
Additio	nal ART Traff	ic Safety Recommendations Proposed							
1	Scott	Infrastructure such as additional freeway entran	ce/exit ramps	should not be	placed near se	nsitive land use	s such as scho	ools and parks.	
2	Chester	Traffic monitoring should take into account the age and condition of the truck and the experience of the driver.							
3	Chester	raffic control measures should be employed to encourage traffic to stay on the freeway and discourage "cut throughs" on city reets.							

1.4.5 HIA Jobs and Economic Development Recommendations Discussion Summary

Original HIP Jobs and Economic Development Recommendation B1.

Measure and track the proportion of local jobs in each industry that are filled by local residents. This data would allow policymakers to make informed decisions regarding strategies to enhance and stimulate local economies.

TRT Jobs and Economic Development Recommendation to Original HIP Language B1. (No changes)

Measure and track the proportion of local jobs in each industry that are filled by local residents. This data would allow policymakers to make informed decisions regarding strategies to enhance and stimulate local economies.

ART Combined Jobs and Economic Development Recommendation to Original HIP Language B1. (No changes)

Measure and track the proportion of local jobs in each industry that are filled by local residents. This data would allow policymakers to make informed decisions regarding strategies to enhance and stimulate local economies.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	What is the quality of the jobs produced? Recommendation needs to detail how the local economy could be enhanced and stimulated.		Primary				Yes
2	Andrew	No changes.	Primary					Yes
3	Chester	No changes.		Joint		Joint		

Original HIP Jobs and Economic Development Recommendation B2.

Not an HIP recommendation, added by TRT.

TRT Jobs and Economic Development Recommendation B2.

Put in place a local hiring policy to encourage employers to hire local residents to fill new positions in the I-710 Corridor.

ART Combined Jobs and Economic Development Recommendation to TRT Original Language B2. (No changes)

Put in place a local hiring policy to encourage employers to hire local residents to fill new positions in the I-710 Corridor.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Include workforce development (Recommendation B4) in this recommendation; extend local hiring policy to include construction jobs on I-710.	Joint				Cities Joint	Yes
2	Andrew	Agree that local hiring policy should be extended to construction jobs; see opportunity for Gateway Cities to promote a general local hiring policy to other businesses in the region.	Primary for local hiring for construction jobs	Primary for local hiring policy for general employment				Yes
3	Chester	No changes.		Joint		Joint		Yes

Original HIP Jobs and Economic Development Recommendation B4.

Increase job-training opportunities for residents in the study area to better prepare the workforce for the employment opportunities in the region and reduce unemployment. Training should target jobs that pay a living wage and provide benefits such as health insurance.

TRT Jobs and Economic Development Recommendation to Original HIP Language B4.

Increase job-training opportunities for residents in the study area to better prepare the workforce for the employment opportunities in the region and reduce unemployment. Training should target jobs that pay a living wage and provide benefits such as health insurance. "and provide a healthy working environment."

Recommendation would read as follows:

Increase job-training opportunities for residents in the study area to better prepare the workforce for the employment opportunities in the region and reduce unemployment. Training should target jobs that pay a living wage and provide benefits such as health insurance, and provide a healthy working environment.

ART Combined Jobs and Economic Development Recommendation to TRT Language B4. (No Changes)

Increase job-training opportunities for residents in the study area to better prepare the workforce for the employment opportunities in the region and reduce unemployment. Training should target jobs that pay a living wage and provide benefits such as health insurance, and provide a healthy working environment.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	No changes.		Primary				Yes
2	Andrew	No changes.		Primary				Yes
3	Chester	No changes.		Joint		Joint		Yes

Original HIP Jobs and Economic Development Recommendation C1.

The green and sustainable technology jobs created locally (e.g., through Alternative 6B or projects at the ports) could be a strong source of employment, training opportunities, and improved health outcomes for residents in the study area. Opportunities in this relatively new industry should be encouraged to move into the I-710 Corridor Project study area regardless of the build alternative chosen, and government agencies and employers should be encouraged to train local workers in skills that will allow them to succeed in this field.

TRT Jobs and Economic Development Recommendation to Original HIP Language C1. (No changes)

The green and sustainable technology jobs created locally (e.g., through Alternative 6B or projects at the ports) could be a strong source of employment, training opportunities, and improved health outcomes for residents in the study area. Opportunities in this relatively new industry should be encouraged to move into the I-710 Corridor Project study area regardless of the build alternative chosen, and government agencies and employers should be encouraged to train local workers in skills that will allow them to succeed in this field.

ART Combined Jobs and Economic Development Recommendation to HIP Original Language C1.

The green and sustainable technology jobs created locally (e.g., through Alternative 6B or projects at the ports) could be a strong source of employment, training opportunities, and improved health outcomes for residents in the study area. Opportunities Employers in this relatively new industry should be encouraged to move into the I-710 Corridor Project study area regardless of the build alternative chosen, and government agencies and employers should be encouraged to train local workers in skills that will allow them to succeed in this field. Government agencies and employers should be encouraged to train local workers in skills that will allow them to succeed in green and sustainable technologies.

Recommendation would read as follows:

Government agencies and employers should be encouraged to train local workers in skills that will allow them to succeed in green and sustainable technologies.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Delete first sentence; word "opportunities" is confusing; change it to "employers". Suggested the following re-wording: Government agencies and employers should be encouraged to train local workers in skills that will allow them to succeed in green and sustainable technologies.		Primary				Yes
2	Andrew	Agree with other groups on above wording; suggest making the deleted portion part of recommendation C2.		Primary				Yes
3	Chester	Agree with other groups on above wording.		Joint		Joint		Yes

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Original HIP Jobs and Economic Development Recommendation C2.

Not an HIP recommendation, added by TRT.

TRT Jobs and Economic Development Recommendation to Original HIP Language C2.

Any solicitation or attraction of green technology firms should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation.

ART Combined Jobs and Economic Development Recommendation to TRT Language C2. (No agreement on language recommendations)

Table 1:

Any solicitation or attraction of green technology firms should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation.

Table 2:

Any solicitation or attraction of green technology firms should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation. Opportunities in this new industry should be encouraged to move to the I-710 Region regardless of the build alternative chosen. Any solicitation or attraction of green technology firms should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation and sensitive to community concerns.

Recommendation would read as follows:

Opportunities in this new industry should be encouraged to move to the I-710 Region regardless of the build alternative chosen. Any solicitation or attraction of green technology firms should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation and sensitive to community concerns.

Table 3:

Any solicitation or attraction of green technology firms "firms that pay living wages and offer benefits" should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation.

Recommendation would read as follows:

Any solicitation or attraction of firms that pay living wages and offer benefits should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Unsure of who is pursuing "other economic development strategies"; eliminate this recommendation as it is already incorporated in others.						No
2	Andrew	Suggests the following re-wording: Opportunities in this new industry should be encouraged to move to the I-710 Region regardless of the build alternative chosen. Any solicitation or attraction of green technology firms should be consistent with other economic development strategies being pursued in the region, including the attraction of living wage jobs, as well as consistent with local land use regulation and sensitive to community concerns.		Primary				Yes
3	Chester	Recommendation should be to attract jobs that pay living wages and offer health insurance, not be focused on green technology forms only; replace "green technology firms" with "firms that pay living wages and offer benefits".		Primary				Yes

1.4.6 HIA Neighborhood Resources Recommendation Discussion Summary

Original HIP Neighborhood Resources Recommendation A2.

In order to at least partially offset any potential negative impacts on access to neighborhood resources, the I-710 Corridor Project could include additional improvements to existing neighborhood resources. For example, local jurisdictions could each be given funding as part of the project to invest in the neighborhood resources (e.g., libraries, schools, parks, community centers) that are likely to be impacted by the project.

TRT Neighborhood Resources Recommendation to Original HIP Language A2.

In order to at least partially offset any potential negative impacts on access to neighborhood resources, the I-710 Corridor Project could include additional improvements to existing neighborhood resources. For example, local jurisdictions could each be given funding as part of the project to invest in the neighborhood resources (e.g., libraries, schools, parks, community centers) that are likely to be impacted by the project.

Recommendation would read as follows:

In order to at least partially offset any potential negative impacts on access to neighborhood resources, the I-710 Corridor Project could include additional improvements to existing neighborhood resources.

ART Combined Neighborhood Resources Recommendation to TRT Language A2.

In order to at least partially "To offset any potential negative impacts on access to neighborhood resources, the I-710 Corridor Project could "should" include additional improvements to existing neighborhood resources that are likely to be directly impacted by the project, "such as parks, schools, community centers, libraries, etc."

Recommendation would read as follows:

To offset any impacts to neighborhood resources, the I-710 Corridor Project should include additional improvements to existing neighborhood resources that are likely to be directly impacted by the project, such as parks, schools, community centers, libraries, etc.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Take out "at least partially" and "potential negative"; replace "could" with "should".	Primary					Yes
2	Andrew	Delete the first clause "In order to at least partially"; delete "on access to"; replace "could" with "should"; add examples of	Primary					Yes

		"community resources" (above in purple).				
3	Chester	The word "resources" is too vague; need to define or illustrate with examples. Each neighborhood should get to decide for itself what resources it would like to see improved.	Primary Funding	Secondary Oversight		Yes

Original HIP Neighborhood Resources Recommendation C1.

Increase direct government investment in community infrastructure and services to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such investment could help attract private investment.

TRT Neighborhood Resources Recommendation to Original HIP Language C1.

Increase "Encourage" direct government investment in community infrastructure and services "such as trail systems, pedestrian connections, and active transportation network" to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such investment could help attract private investment.

Recommendation would read as follows:

Encourage direct government investment in community infrastructure such as trail systems, pedestrian connections, and active transportation networks to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such investment could help attract private investment.

ART Neighborhood Resources Recommendation to TRT Language C1.

Table 1:

Encourage "Leverage funding provided by the I-710 project for" direct government investment in community infrastructure such as trail systems, pedestrian connections, and active transportation networks to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such investment could help attract private investment.

Recommendation would read as follows:

Leverage funding provided by the I-710 project for direct government investment in community infrastructure such as trail systems, pedestrian connections, and active transportation networks to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such investment could help attract private investment.

Table 2:

Encourage—Direct government investment in community infrastructure such as trail systems, pedestrian connections, and active transportation networks to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such

investment could help attract private investment.

Recommendation would read as follows:

Direct government investment in community infrastructure such as trail systems, pedestrian connections, and active transportation networks to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such investment could help attract private investment

Table 3:

Encourage direct government investment in community infrastructure such as trail systems, pedestrian connections, and active transportation networks to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities. Such investment could help attract private investment

Recommendation would read as follows:

Encourage direct government investment in community infrastructure such as trail systems, pedestrian connections, and active transportation networks to ensure that people have access to the goods and services they need to live healthy lives and to improve social cohesion in local communities.

Table	Facilitator	Comments	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other	Support
1	Scott	Delete "Encourage"; add "Leverage" (above in purple).	Primary				Cities Partial	Yes
		Suggests the following funding mechanisms:						
		A matching funding program between cities and the I-710 Project to pay for infra structure						
		I-710 Project could give money to cities to create Bike and Pedestrian Master Plans.						
		Cities may have additional opportunities to apply for federal or state funding for pedestrian and bike infrastructure.						
2	Andrew	Delete "Encourage"; begin sentence with "Direct government investment"		Primary				Yes
3	Chester	Delete last sentence; it is a statement; not part of the recommendation.	Primary	Partial	Partial			Yes

A	Additional Recommendations Proposed							
	3	Chester	The Gateway Cities COG should advocate for mixed income housing to mitigate against potential displacement from rising rents in areas that experience economic growth because of improvements to the freeway.					

V. Public Comments

There were no public comments.

VI. Next Steps & Wrap Up

Ms. DeSantis thanked the ART members for their attendance and participation in the project. She noted this was the last meeting of the year, but that the Roundtables would be meeting again in 2012 at a time yet to be determined. She assured them that the date and time of any future meetings would be sent to them in advance.

V. ADJOURNMENT

Ms. DeSantis adjourned the meeting.