

AQAP Advisory Roundtable—October 13, 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 Univ. Long Beach

Community Representatives

Diana del Pozo-Mora, Mothers of East LA
Juan Diaz, Our Lady of Lourdes Church
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

Public Health Advocates

John Miller, Physician
Elisa Nicholas, LBACA
Jessica Tovar, LBACA

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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)

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, California Air Resources Board
Renee Littaua, California Air Resources Board (Alternate)

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

Project Team:

GCCOG: Jerry Wood, Karen Heit
Metro: Adrian Alvarez, Danielle Valentino
ICF Team: Andrew Papson (ICF), Jonathan Heller (HIP), Susan DeSantis (AA), Chester Britt (AA), Maria Yanez-Forgash (AA), Elizabeth Hansburg (AA)

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Agenda

I. Opening Comments and Introductions

Susan DeSantis called the meeting to order and introduced Richard Powers, President of the Gateway Cities COG. Mr. Powers thanked the Advisory Roundtable members on behalf of the Board of Directors for their efforts on this ground breaking Study (HIA). He applauded the AQAP process that will ensure all voices are heard so that the document produced will have staying power and will “stand the test of time.” He went on to further say that given that this will be the first HIA to be done for a freeway project, the GCCOG (or GCCOG staff) is recommending that the HIA go through a peer review.

II. Agenda Overview

After Mr. Powers concluded, Ms. DeSantis gave a brief overview of the calendar of upcoming meetings, drawing attention to the joint Technical and Advisory Roundtables meeting scheduled for October 24 from 5:00 to 8:00 PM.

III. Presentations

Mr. Papson began a presentation of the I-710 Construction Staging and Phasing Emissions Report, the purpose of which is to estimate the emissions of a conceptual construction staging and phasing plan for the I-710. There were many questions regarding the model that was used to predict the emissions, so Mr. Papson turned the podium over to Jerry Wood, engineer for the GCCOG, who developed the staging and phasing concept report. Mr. Wood explained that he developed the concept based on Build Alternative 6 using the standard construction practices currently employed. The corridor has been divided into seven segments. His concept assumed that all segments would be built concurrently, which would be a “worst case scenario” for emissions impacts. As a result of that assumption, emissions are higher in the beginning of the construction period because of the assumed construction activities such as demolition, grading, and earth moving are happening throughout the segments. CARB estimates were used to predict construction vehicle exhaust over the life of the project.

Mr. Wood took several questions about clean construction standards, the availability of construction equipment that uses alternative fuels, and on site air quality monitoring during construction. Mr. Wood encouraged Advisory Roundtable members to put forth any recommendations they were interested in seeing, including requiring construction contractors to reuse demolition debris on site. Mr. Papson concluded the presentation by reviewing the recommendations and answering questions. He took questions about the use of surfactants, which are calcium or lime based substances that bond with dirt that prevent soil particles (or dust from demolition) from becoming airborne. Surfactants help to reduce PM10 and PM2.5 emissions generated by fugitive dust during the land clearing and grading. During the duration of the project:

- Construction emissions do not exceed PM 10 or PM 2.5 thresholds;
- Fugitive dust will exceed PM 10 and PM 2.5 thresholds; and
- NO_x will exceed thresholds at some segments, for a limited time

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IV. Oral Reports**A. I-710 HIA Introduction & Overview**

Update on Work of the Technical Roundtable and Technical Working Groups; Instructions for Roundtable Discussion

Ms. DeSantis reviewed the Goals of the HIA. She provided directions for the table discussions, which was to: 1) review the Mobility and Air Quality recommendations, 2) discuss the merits of each, 3) make changes or refinements to the wording, and 4) discuss proportionality in terms of which agencies have a role to play in implementing the recommendations. Lastly, Ms. DeSantis reviewed the questions and comments that have come out of the HIA technical working group and the Technical Roundtable (TRT), including a preamble that was authored by TWG Member Chris Patton. After she concluded her presentation, she invited Mr. Patton to address the Advisory Roundtable.

Mr. Patton noted the HIA TWG had put a lot of time into going through the HIA material, and the comments presented by Ms. DeSantis were thoughtfully prepared and represent a consensus of the TWG Members. He elaborated on two points. First, he relayed the TWG's concerns about the linkages between the findings and the recommendations. The analysis finding causality between the I-710 and the health outcomes are not as tight as TWG members are accustomed to, many of whom have science or engineering backgrounds. Second, the preamble represents the consensus of the TWG that the recommendations made in the HIA go beyond the I-710 Project. The recommendations address existing conditions. It is not clear what the proportional contribution of the I-710 is. He concluded by saying that the issues and recommendations are regional in scope, and therefore require a multi-jurisdictional approach to implementing solutions. Mr. Patton also acknowledged the efforts of Jonathon Heller of Human Impact Partners (HIP).

After Mr. Patton spoke, Ms. DeSantis invited Technical Roundtable Member Steve Lefever to address the meeting. Mr. Lefever relayed that the proportionality issue was also challenging to the TRT. He noted that they struggled with some of the language in the recommendations because, while acknowledging these issues are of great concern to the community, it is difficult to tie all of them to the I-710 Project. He also added that from his reading of multiple HIA studies, the one performed by HIP is consistent with the current state for HIAs.

B. I-710 HIA Mobility and Air Quality Chapters

Mr. Heller gave a brief overview of the Mobility Chapter of the HIA. He informed the ART members that the full version was available online from the Educational Webinar prepared in September. Mr. Heller began by reviewing the Pathways to Health, which outlines the possible effects of the I-710 Project on residents' travel modes. He explained that travel time and accessibility are significant components in determining a person's travel mode. He emphasized that increased speeds can be a deterrent to biking and can also have a harmful effect on pedestrians. He also noted that people who use public transportation tend to get more exercise than those who mainly use private vehicles because public transit riders walk to and from the transit station, this was also referred to as active transportation. Next, Mr. Heller explained the

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physical features that make an environment favorable or poor for pedestrians and bikers. Among the features that encourage active walking and biking are well-marked crosswalks such as those that use “piano key striping” and pedestrian countdown crosswalk signals. Negative features are sidewalks obstructed by poles or other barriers that impede a clear path. Mr. Heller reviewed the chronic disease rates for the study area and compared them to those for L.A. County. Mr. Heller noted that disease rates are tied to physical activity, but mobility makes up only one aspect of physical activity.

Mr. Heller moved on and reviewed the current Mode Share statistics and projections that will be included in the I-710 EIR/EIS; however, he noted, the future breakdown of transit modes may differ from these projections because they will be influenced by factors that will change depending on which building alternative is chosen. Nevertheless, under all of the alternatives, HIP predicts that walking and biking are projected to decrease, but the amount by which is difficult to project. Lastly, Mr. Heller reviewed HIP’s predictions for public transit use under each of the alternatives. Alternatives 1 and 5A will increase the rates of public transit use because of increased congestion and investment in public transit infrastructure. Conversely, HIP predicts that under Alternatives 6A/B/C, it is expected to decrease because increased speeds will enable people to get from place to place more quickly despite investments in public transit. It was noted that personal preferences would indicate that people will still prefer using their own vehicles over transit..

Lastly, Mr. Heller explained HIP’s predictions for health outcomes in each of the alternatives. Under all of the alternatives, both rates of chronic disease, such as diabetes and heart disease, and mental illness, resulting from a decrease in social cohesion and opportunities for physical activity, are expected to stay the same or increase. Emergency response times are projected to improve under Alternatives 6A/B/C, stay the same under Alternative 5A, and get longer under Alternative 1. Mr. Heller then invited questions or comments. One member of the Advisory Roundtable said that there so many factors that could determine a person’s travel mode choice that he is concerned about tying mobility choices in the community to the I-710 Project and Caltrans’ jurisdiction. He expressed the need for bike connectivity off the arterials, where bikers can face an increased risk from degraded air pollution and collisions with vehicles.

Mr. Heller then moved on to the Air Quality Chapter. He began by reviewing the Pathways to Health diagram and explaining that research expressly ties exposure to air pollution to negative health effects including respiratory diseases and cardiovascular diseases. He noted that Los Angeles has the worst quality air in the nation and the primary source of pollution is vehicle emissions. It was noted that one of the reasons is that LA is in a basin and the topography doesn’t help air quality. He also noted that information on neurological conditions that may be affected by air pollution, which the Advisory Roundtable requested, was not as strong as the data on other health impacts of air quality. This information is described in the report, but not included in the summary table.

Mr. Heller then reviewed the existing health conditions in the study area, which are characteristic of the rest of Los Angeles County. He went on to say that CO and NO_x

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concentrations are predicted to decrease and be within state and federal standards; however, the data on PM2.5 particles is still being researched. He concluded by explaining that Air Quality conditions will improve by 2035 under each alternative through the consequence of cleaner fuels and fleet turnover, which will improve the health of everyone living in the study area. At the end of his presentation, several Roundtable members asked clarifying questions regarding data. There was also some discussion among members about the role of ultrafine particles in negative health outcomes in the region. Mr. Heller responded by saying that we cannot say for sure that the poor health outcomes are caused by ultrafines. There is not enough data to make that assertion and this is discussed in the HIA.

V. Roundtable Discussions

The Advisory Roundtables worked in four groups to review the Mobility and Air Quality Recommendations as instructed by Ms. DeSantis earlier in the meeting. The summaries of their discussion are below. After 30 minutes, each table shared their discussions with those present.

VI. Adjournment

At the conclusion of the tables' reports, Ms. DeSantis adjourned the meeting.

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Roundtable Discussion Notes:

The goal of the roundtable discussion was for roundtable members to talk with each other about the DRAFT Mobility and Air Quality Recommendations for the Health Impact Assessment (HIA). Because the questions during Jonathan Heller's presentation on the Mobility and Air Quality Chapters went longer than anticipated, there was only 30 minutes for the roundtable discussions which was not enough time to get through the recommendations (see attachments A and B). Two roundtables were assigned the Mobility Recommendations, and the other two roundtables covered the Air Quality Recommendations. It was acknowledged that the roundtables would not likely have enough time to address all of the recommendations on the list.

During the Roundtable Discussion, roundtable facilitators took participants through the following steps:

Step 1 – The Roundtable Members reviewed the Draft Mobility and Air Quality Recommendations.

Step 2 – Roundtable Members will change or refine the recommendation as needed.

Make changes on the matrix.

Step 3 – Roundtable members discussed and determined the **proportional responsibility** for implementation of this recommendation for the I-710 and other subregional, regional, state and federal entities.

Check columns on the right hand side of the matrix where roundtable members think there is a responsibility for implementing the recommendation.

Step 4 – Next, Roundtable members determined if they supported, opposed or were are neutral on the recommendation.

Indicate in the left hand column, Y for yes, or N for no, or write in neutral based on roundtable consensus.

Step 5 - Lastly, the roundtable members should identify if there were are other recommendations that should be included in the HIA.

Write in other recommendations.

Table #1: Susan DeSantis & Maria Yanez-Forgash facilitating

Notes from Report Out:

- This table reviewed the first three Air Quality recommendations under “Research and Analysis”.
- Rec #1: Confirm the findings in this HIA with the final data from traffic modeling in the I-710 Corridor Project EIR/EIS and the HRA including completing the particulate matter analyses.

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- The Roundtable noted that In order to confirm the findings of the HIA with the final data from traffic modeling in I-710 EIR/EIS, they need the actual EIR/EIS document. Only after the EIR/EIS is published can the analysis can be completed. Lead agency would be Caltrans.
- Rec #2: Ensure air quality modeling takes into account the distribution of air pollution in the presence of soundwalls and impacts of low noise road surfaces, if there are any. The Roundtable indicated support for the rationale that the model should be adjusted to account for the effects of sound walls and low noise road surfaces. Caltrans would be responsible for doing this as a mitigation measure.
- Rec #3: Strong support for promoting zero-emission technology across all of the build alternatives. Caltrans would be the lead agency for funding, but implementation would involve broader group of agencies.

Notes from Matrix:

Research & Analysis

- Rec #1: Confirm findings in HIA with final data from traffic modeling in the EIR/EIS. It was agreed that this needed to be done. Caltrans would have primary responsibility, with Metro and Gateway Cities also bearing responsibility to see that this recommendation is implemented.
- Rec #2: Distribution of air pollution in the presence of soundwalls. It was agreed that this should be done, and that Caltrans would have the primary responsibility, and that Gateway Cities would also bear responsibility to see that this recommendation was implemented.
- Rec #3: Enthusiastic support to encourage the most effective zero emission technologies for trucks carrying freight whether through acceleration or other means regardless of which build alternative is selected. Responsible Agencies: I-710 Corridor Project (Caltrans), Regional (SCAG RTP)

Table #2: Raul Velazquez & Elizabeth Hansburg facilitating

Notes from Report Out:

- This table looked at Air Quality Recommendations
- For many of the recommendations, Caltrans needs to be the lead agency to make the investment in funding, but the other agencies listed on the matrix have a supporting, policy role to play. They need to adopt these recommendations into their guiding policy documents so that they are in place when a project is started. Then Caltrans will be more likely to comply.
- Need to focus on the safety factor for biking, walking and public transit. Don't just build the infrastructure; need to make it safe.

Notes from Matrix submitted:

(This table did not consider the recommendations in order. They focused on ones that they thought were most important. Lack of comment on some recommendations does not indicate a lack of support. There was a limited time for discussion.)

Air Quality Recommendations

Research & Analysis

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- Rec #3: Enthusiastic Support; Responsible Agencies: I-710 Corridor Project (Caltrans), Regional (SCAG RTP)
 - The group felt that all of the agencies listed had a role to play. They think that the I-710 Corridor (Caltrans) needs to provide the funding, but that Gateway Cities Sustainable Communities Strategy (GC SCS), Metro, and Regional agencies need to integrate these recommendations into their policy documents.

Goods Movement, Transportation & Land Use Planning

- Rec #1: Support
 - Suggest the following addition: “Consider funding transit service in the neighboring communities especially during the construction time because access to the freeway will be closed.”
 - The group drew attention to the need for increased safety on public transit.
 - Responsible Agencies: Metro, law enforcement

- Rec #2: Support
 - Suggest inserting the word “safe” before “biking and walking”
 - Suggest adding specific words like “increased lighting” and “wider sidewalks”
 - The group was very concerned about the physical safety of pedestrians and cyclists from cars, but also from physical assaults, robbery, etc. They emphasized the need for more police presence on the streets as well as on public transportation.
 - Responsible agencies: Metro, regional, law enforcement, cities

Air Pollution Emissions Reductions and Exposure Mitigation

- Rec #s 1, 2 & 3: Support. Did not get to talk about responsible agencies because of time limit.

Table #3: Andrew Papson facilitating

Notes from Report Out:

- This table looked at Mobility Recommendations.
- Changed the language to Recommendation #3 under “Vehicle Travel.”
- New language should read: “Reduce and enforce speeds on targeted roadways using traffic calming measures to promote safety and encourage biking and walking. Incorporate a bike and pedestrian plan [into the Project].”
- Proportionality: Could use some of the I-710 Project money allocated for arterial streets to make these improvements along arterials.

Notes from Matrix submitted:

- This table discussed the Mobility Recommendations and had a detailed discussion on the five “Vehicle Travel” recommendations.
- Rec #1: “Adopt or advocate policies... best available rail technologies” One member said that “Adopt” and “Advocate” are two separate strategies. The table agreed that the proportionality belongs to the metro and regional areas.

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- Rec #2: "Adopt or advocate policies... mixed use development." Similar note about "Adopt" and "Advocate". Much wider proportionality: GC SCS, Metro, regional, other. Not I-710 corridor-specific.
- Rec #3: "Reduce speeds on targeted..." We re-wrote this recommendation to read: "Reduce and enforce speeds on targeted roadways using traffic calming for safety and accessibility. Encourage bicycling and walking by incorporating a bicycle and pedestrian plan (i.e., as part of a 'complete streets' program)."
- Rec #4: "For any alternative selected, fully fund..." Considered to be an I-710 corridor issue, a GC SCS issue, and a regional issue.
- Rec #5: "Discourage trucks..." No comment.

Table #4: Cheater Britt facilitating

Notes from Report Out:

- This table looked at Mobility Recommendations
- No oppositions to any of the recommendations
- Take out the word "arterial" from Recommendation #3 under "Vehicle Travel" (as noted below).

Notes from Matrix submitted:

HIA Mobility Recommendations

Vehicle Travel

- Support for all Vehicle Travel Recommendations
- Suggest adding the word "Truck" to the title, so it would read "Vehicle and Truck Travel"
- Rec #3: Take out the word "arterial" and focus traffic calming measures on residential streets
- Suggest merging Recs #4 & #5
- Responsible Agencies:
 - Rec #1: Gateway Cities SCS, Regional
 - Rec #2: Other (Individual Cities)
 - Rec #3: Other (Individual Cities)
 - Rec #4: Other (Cities & Caltrans)
 - Rec #5: I-710 Corridor, Other local decision makers

Public Transportation

- No support (marked "N/A") for Rec #1
- Support for Recs #s 2,3, and 4
- Suggested the following addition to Rec #2: *"Evaluate options and make sure that the I-710 expansions do not preclude adding bus lanes."*
- Responsible Agencies:
 - Rec #2: Metro, Other (Cities)
 - Rec #3: Other (Cities)
 - Rec #4: Gateway Cities SCS, Metro

HIA Mobility Recommendations

Recommendations						
To offset the negative health impacts associated with the reliance on driving as the primary mechanism for mobility, the alternatives being considered should include more concrete proposals and commitments to improve public transit, walkability, and bikeability. Such proposals and commitments would help the project meet its stated objective of improving public health. A complete set of recommendations is contained in the full HIA; some key recommendations include:						
Y/N	Vehicle Travel	I- 710 Corridor	Gateway Cities SCS	Metro	Regional	Other
	☐☐☐ Adopt or advocate for policies to reduce automobile and truck usage including, for example, increasing use of best available rail technologies to transport freight.					
	Adopt or advocate for policies to reduce automobile and truck usage including, for example, continuing to promoting land use policies in the Gateway Cities that encourage higher density and mixed use development.					
	☐☐☐ Reduce speeds on targeted residential roads and arterials using traffic calming for safety and to encourage bicycling and walking.					
	☐☐☐ For any alternative selected, fully fund and if necessary strengthen enforcement of truck route regulations.					
	☐☐☐ Discourage trucks on residential streets, and other non-major streets through engineered deterrents such as traffic circles, and chicanes, subject to future analysis.					
Y/N	Public Transportation	I- 710 Corridor	Gateway Cities SCS	Metro	Regional	Other
	In addition to public transit improvements that are proposed					

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	to be funded as part of Alternatives 5A and 6A/B/C, ensure the improved transit infrastructure in the Gateway Cities as described in the 2012 Regional Transportation Plan and 2011 Gateway Cities Sustainable Communities Strategy Report is funded and implemented.					
	☐☐☐ Evaluate dedicated bus lanes on targeted arterials to improve transit speed to make it more time competitive with auto and train.					
	☐☐☐ Support improvements of bus stops to make them safer, more accessible by foot, and more comfortable.					
	Conduct an equity analysis to examine where transit will be most utilized and will have the greatest impact while serving those with the most need for transit options.					
Y/N	Walkability	I- 710 Corridor	Gateway Cities SCS	Metro	Regional	Other
	Ensure the improved walkability infrastructure as described for Gateway Cities in the 2012 Regional Transportation Plan and 2011 Gateway Cities Sustainable Communities Strategy Report is funded and implemented.					
	☐☐☐ In targeted areas, using physical engineered measures, reduce traffic speeds and volumes on streets with restaurants, stores, and services so that safety and walkability are improved. Examples include chicanes, lateral shifts, reduced lane width, pedestrian refuges and narrower lane width.					
	☐☐☐ Support improvements in pedestrian infrastructure, including piano-key crosswalk striping and pedestrian count-down signals at signalized intersections.					

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	<p>☐☐☐ Assist in funding opportunities and/or direct project mitigation (as appropriate) that connects and/or creates pedestrian friendly links between residential, transit -oriented neighborhoods/facilities, selected commercial and mixed use communities across and along the freeway, arterials and the Los Angeles River (and Rio Hondo Channel where appropriate). The cross links or connectors should provide a quality walking environment with access to existing or planned trails or other pedestrian networks.</p>					
Y/N	Bikeability	I - 710 Corridor	Gateway Cities SCS	Metro	Regiona l	Other
	<p>Create more bicycling routes and improve bicycling infrastructure beyond what is already proposed with the 2008 Regional Transportation Plan to offset increased traffic volume</p>					
	<p>☐☐☐ Ensure the improved bicycling infrastructure as described for Gateway Cities in the 2012 Regional Transportation Plan and 2011 Gateway Cities Sustainable Communities Strategy Report is funded and implemented.</p> <p>This document is a draft overview and is submitted for purposes of discussion only. This document is a preliminary draft representing the opinions of Human Impact Partners, and does not represent the opinions (or endorsement) the GCCOG. This AQAP study is not part of the I- 710 Corridor Project studies, but upon completion, it will be submitted to Caltrans for review and consideration for use in preparing the I- 710 Corridor Project EIR/EIS.</p>					

HIA Air Quality Recommendations

Recommendation						
Although air quality is predicted to improve, as the issue is a primary concern of the community, Human Impact Partners (HIP) provides many recommendations to further improve air quality and public health in the I-710 corridor. Many of the recommendations can be implemented before the project is complete.						
Y/N	Research and Analysis	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other
	Confirm the findings in this HIA with the final data from traffic modeling in the I-710 Corridor Project EIR/EIS and the HRA including completing the particulate matter analyses.					
	Ensure air quality modeling takes into account the distribution of air pollution in the presence of soundwalls and impacts of low noise road surfaces, if there are any.					
	Fund a study to understand the most effective way to accelerate the adoption of zero emissions technologies for trucks carrying freight under any alternative being considered for the I-710.					
Y/N	Goods Movement, Transportation, Land Use Planning	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other
	Consider fully funding transit service in the neighboring communities for future years before raising/spending funds on I-710 Corridor Project.					
	Invest resources for planning and implementation of bike and walking infrastructure to improve walking and biking conditions, increase walking and biking mode share, and reduce vehicle trips.					
	Consider alternative transport of goods from the ports such as state-of-the-art rail.					

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	Planning departments should ensure that all local land use planning improves the separation of residential and other sensitive uses from the goods movement infrastructure. For example: develop truck parking facilities and truck stops with services near the freeway; pass city ordinances restricting potential land uses to reduce conflict between sensitive receptors and air pollution-producing facilities and requiring new residential construction or uses to evaluate air existing pollution levels and mitigate if necessary before issuing permits.					
	Develop a complete inventory of goods movement facilities (e.g., warehouses, transloading facilities) in the corridor in order to be able to understand that impacts that air pollution related to these facilities have on nearby receptors.					
Y/N	Air Pollution Emissions Reductions and Exposure Mitigations	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other
	Aggressively apply a variety of truck emissions reductions strategies: Consider following strategies outlined by the Federal Highway Administration to reduce truck emissions through technology advancements and operations. Strategies include the implementation and use of filters and catalysts, the use of alternative “cleaner” fuel, increasing fuel efficiency, replacement of vehicle fleets, and reduce truck idling.					
	Provide increased incentives for cleaner trucks, especially for local and small businesses that may not be able to afford truck upgrades/replacement.					
	Increase vegetation known to reduce air pollutants (such as conifer trees) along the I---710.					

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Y/N	Funding, Enforcing, and Strengthening Air Quality---Related Regulations	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other
	Include mitigations (such as providing safer and more accessible access to walking and biking) for air quality impacts, or if Alternative 6C is adopted, use revenue from tolling for this purpose. Consider tolling or pollution tolling under all alternatives to provide revenue to fund mitigation strategies.					
	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.					
	Enforce and, if needed, strengthen regulations regarding truck emissions and consider funding truck emissions reduction programs.					
	For any alternative selected, fully fund and, if necessary, strengthen enforcement of truck route usage as well as idling regulations. For example, truck routes should not be located near sensitive receptors such as parks, schools and senior citizen facilities.					
Y/N	Post Build Out Monitoring and Mitigation	I-710 Corridor	Gateway Cities SCS	Metro	Regional	Other
	After the project is completed, regularly monitor air quality at sensitive receptors such as schools, community centers, libraries, and senior facilities and 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.					

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	<p>After the project is completed, regularly monitor air pollution levels at parks and playgrounds and commit to providing communities with new parks away from freeways if I---710 traffic emissions increase to levels considered harmful by federal and state standards.</p>					
	<p>If any alternative that includes zero emission trucks is adopted, policies and mechanisms must be put in place to ensure that the freight corridor be used only by designated clean trucks before construction is begun. If such policies are not securely in place, there is the possibility that the freight corridor could be built and it is then found impossible to implement the zero emissions truck policy, which would be detrimental to air quality and health</p>					

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