

**GATEWAY CITIES COUNCIL OF GOVERNMENTS**  
**Environmental Committee**  
**Meeting Minutes**

*Wednesday, September 28, 2011*

*6:00 - 8:30 p.m. Meeting*

**Gateway Cities Council of Governments**  
**16401 Paramount Boulevard, 2nd Floor Conference Room**  
**Paramount, California**

**I. CALL TO ORDER**

Chairman Bill DeWitt called the meeting to order at 6:13 PM.

**II. ROLL CALL – BY SELF INTRODUCTIONS**

Roll call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Chairman Bill DeWitt – City of South Gate; Steve Lefever – Planning Directors Committee Representative (City of South Gate); Wendell Johnson – I-710 TAC, 91-605-405 TAC Representative (City of Compton); Elizabeth Warren – FuturePorts; Craig Wong – representing Ron Arias, City of Long Beach Health and Human Services Department; Judith Mitchell – South Coast Air Quality Management District Board; Adrian Martinez – Natural Resources Defense Council; Jorge Rifa – City Managers Committee Liaison (City of Commerce); TL Garret - Pacific Marine Shipping Association; Douglas Drummond – Port of Long Beach

COMMITTEE MEMBERS ABSENT: Angelo Logan – AQAP Advisory Roundtable Representative (East Yard Communities for Environmental Justice); Luis Cabrales – AQAP Advisory Roundtable Representative (Coalition for Clean Air); Ruben Arceo – I-5 JPA Representative (City of La Mirada); Daniel Ojeda – AQAP Technical Roundtable Representative (City of Lynwood); Angie Castro – representing Supervisor Gloria Molina; David Libatique - Port of Los Angeles; Karly Katona – representing Supervisor Mark Ridley-Thomas

OTHERS PRESENT: Jerry Wood – GCCOG Staff; Ed Carr - ICF International; Andrew Papson - ICF International; Adrian Alvarez – Metro; Danielle Valentino – Metro; Susan DeSantis – Arellano Associates; Maria Yanez-Forgash – Arellano Associates; Katie Burnside – Arellano Associates; Elizabeth Hansburg – Arellano Associates

**III. PLEDGE OF ALLEGIANCE**

Member Steve Lefever led the Pledge of Allegiance.

**IV. AMENDMENTS TO THE AGENDA**

There were no amendments to the agenda.

## **V. PUBLIC COMMENTS**

There were no public comments.

## **VI. CONSENT CALENDAR**

There were no additions to the meeting minutes of the August 24, 2011 meeting of the Environmental Committee. Chairman DeWitt made a motion to receive and file the report. Member Wendell Johnson seconded the motion to no objection.

## **VII. REPORTS**

### **A. AQAP Project Update – Oral Report by ICF**

#### **Overall Status, Schedule and 101 Handout Review**

Andrew Papson presented a Project Update on the AQAP. He reviewed the objectives and components of the AQAP and identified those that are part of the I-710 EIR/EIS and those that are part of the GCCOG AQAP process. He presented an assessment of the work completed on each task to date and the scheduled completion dates for the tasks still in process. He paused to allow for questions, but there were no questions from the Committee.

### **B. I-710 Deliverables – Oral Reports**

Mr. Papson then moved to a more detailed description of each task.

#### **HIA Status/Overview**

Mr. Papson reported that a draft version of the Health Impact Assessment (HIA) report is under review and the final report will be presented to the Roundtables, Environmental Committee, Transportation Committee and GCCOG Board of Directors at their respective meetings in October and November.

#### **AQAP Early Action Projects Status/Overview**

The Early Action Items for Local Governments were completed and a workshop was conducted for Planning Directors and Public Works Officials in early September.

#### **Construction Staging Status/Overview**

Mr. Papson then presented the detailed summary of the I-710 Construction Staging and Phasing Emissions Report, the purpose of which is to estimate the emissions output during the construction of the I-710 improvements over the next 17 years. The construction period has been divided into seven time segments and emissions rates were calculated for three emission types: NOx, PM10 and PM2.5. The preliminary findings show when emissions will exceed the state and federal recommended threshold amount and by how much.

Several clarifying questions were asked.

Member Adrian Martinez asked how the emissions model was updated; what were the previous assumptions and how they changed. Ed Carr explained that the original model assumed a more aggressive turn over of construction vehicles; however, because of the recession, Caltrans is not replacing their construction fleet as quickly. This fact was adjusted in the model.

Member Judith Mitchell asked if the graph on slide 20 took into account the control measures that would be used to control fugitive dust. Mr. Carr responded that it did. Member Mitchell said that she would have hoped for better results given that these emissions estimates already took into consideration mitigation measures. Member T.L. Garrett added that he shared Member Mitchell's concerns.

### **Participation Framework Status and Reviews**

Next, Susan DeSantis gave an overview of the Participation Framework and updated the Committee on the current status. She reviewed the meetings that have taken place and those that are planned in the coming month. She relayed a sampling of the comments and questions as well as the project team's responses that have come out of the Technical and Advisory Roundtable meetings concerning the Noise Chapter of the HIA, the New Roadway Emissions Modeling, and the Ultrafine Particle research.

Member Mitchell asked about the fugitive dust associated with concrete, which was a sample comment in Ms. DeSantis' presentation. Jerry Wood responded that dust is associated with concrete during the demolition phase of construction and that contractors will often reuse it, thus keeping it from piling up at work sites.

At the end of Ms. DeSantis' presentation, Chairman DeWitt motioned that it be received and filed. Member Douglas Drummond seconded the motion, which passed without objection.

### **C. AQAP Final Reports Announcement– Oral Report by ICF**

#### **Sensitive Receptor Sites Report**

Mr. Papson reported that the Sensitive Receptor Site Report was completed. Mr. Wood added that it was a detailed inventory of all the sensitive receptors in the Gateway Cities. He said the report is available at this time.

No action was taken on this report.

### **D. AQAP – I-710 Final Reports – Presentations of Findings by ICF**

Mr. Wood reviewed the background of the AQAP I-710-related reports: Heath Impact Analysis (HIA), Near Roadway Modeling, and Ultrafine Particle Research. He noted that the I-710 Project Committee (PC) had requested an additional report on the medical resources available in the Gateway Cities in the form of a Community Medical Needs Assessment.

Mr. Wood introduced Ed Carr who reported on the Near Roadway Modeling and presented a summary of the research on Ultrafine Particles.

#### **I-710 Near-Roadway Modeling Study**

Mr. Carr explained the AERMOD methodology used to compare the monitored data to the modeled data for CO and NOx emissions. This is the same model that is being used by Caltrans

in the I-710 EIR/EIS. He indicated that there was a lot of uncertainty when trying to predict traffic volumes and precise mix of diesel v. gasoline vehicles on the road at any given time. He said that in general there was a lot of scatter in studies like these; however, this comparison was also hampered by a lack of meteorological data and modifications to the model necessary to make the comparison. In addition, the AERMOD model is designed to measure stationary sources of air pollutants. He added that the correlation between the two data sets improved when the modeled data was compared with monitored weigh-in-motion data because it contains hour-by-hour observations of diesel trucks and light duty gasoline vehicles. The previous observed data set used average weekday vehicle activity for morning, midday, evening and "all other" time periods.

Member T.L. Garrett asked Mr. Carr if he had gone back to Caltrans and asked how they intended to deal with problems concerning the AERMOD model. Mr. Carr indicated that he had not approached Caltrans about this question. Mr. Wood added that Caltrans is not relying on the model as a predictor of emissions output but rather is using it to compare project alternatives. He indicated that the PC was informed of this uncertainty, but that they expressed a desire to proceed with the model anyway.

Member Garrett expressed again that the model is useless without reliable data to input. Mr. Wood responded that one of the recommendations that would likely come from this report is to install on-site monitoring and use the data to build a model specific to the I-710. He noted that Measure R funds could be used to install air monitoring stations along the 710. Member Garrett emphasized the importance of also collecting traffic and volume data as well as having a reliable model. Mr. Carr added that the EPA is currently working on a new model designed for mobile sources.

### **I-710 Ultrafine Research Study**

Next Mr. Carr reviewed his research on ultrafine particles. He explained that a major source of ultrafine particles is vehicle tailpipe emissions. Ultrafines are present at some level though out an urban environment, and are usually higher near roadways. In addition, ultrafine particles successfully permeate buildings such as houses, so the count of UFPs indoors and outdoors will be similar when taken at location in close proximity. He explained that current regulations restrict the mass of vehicle emissions, but ultrafines are so small that even for a large number of particles their mass is insignificant. At present, the EPA has no plans to regulate ultrafine particles. The most effective reduction of ultrafine particles from heavy-duty diesel vehicles are diesel particulate filters (DPFs). The SCAQMD will develop an assessment of ultrafine particles in the L.A. region through their MATES-IV study.

After Mr. Carr concluded his report, Chairman DeWitt asked when the concern about ultrafines began. Mr. Carr said awareness was mainstreamed by reports made at an SCAQMD Conference in 2006. Mr. DeWitt asked if ultrafine particles were able to permeate the barriers in clean rooms. Mr. Carr said he would need to research and report back.

### **Community Medical Needs Assessment**

Mr. Wood gave a brief presentation on the Community Medical Needs Assessment for the Gateway Cities. The research revealed that the west side of the Gateway Cities region suffers a higher percentage of overcrowded housing and has more medically underserved neighborhoods than the central or eastern portion of the region. Overall, the health issues and

disease rates in the Gateway Cities are consistent with those reported for L.A. County as a whole.

Member Elizabeth Warren asked if the CMNA report contained statistics comparing the Gateway Cities with the national trends. Mr. Wood said no, that the Gateway Cities were only compared with the rest of L.A. County, but the opportunity exists to gather such information and compare the Gateway Cities with state and national data in an updated version of the CMNA report.

The COG staff recommended that the above reports be received and filed so that the reports could be forwarded on to the Transportation Committee, the GCCOG Board and the I-710 Project Team for possible consideration in the I-710 EIR/EIS.

Mr. DeWitt so motioned and Member Garrett seconded the motion, which passed without objection.

#### **E. COG Engineer's Report by Jerry Wood – Oral Report**

Mr. Wood clarified questions regarding emissions during the I-710 construction period. He stated that the design of the interchange would not greatly impact the equipment emissions predictions because the same equipment is needed to excavate and build the interchange. The biggest source of emissions during construction is fugitive dust and that would not change significantly. This was summarized in a memo and provided it to the Committee Members and everyone present at the meeting.

Next Mr. Wood addressed a prior request from Environmental Committee members for more information regarding the health care costs associated with pollution. He summarized an EPA report on this question in a memo and provided it to the Committee Members and everyone present at the meeting. According to the memo, the dollar figure is a measure of the population's "willingness to pay" to avoid increased health risks leading to premature death. Mr. Wood referred to tables attached to the memo to an estimate of the costs for individuals.

Chairman DeWitt motioned to receive and file the report, which he noted would become part of the meeting minutes. Member Martinez seconded the motion, which passed without objection.

#### **MEETING SCHEDULE REVIEW**

The next meeting of the Environmental Committee is October 26, 2011.

#### **VIII. COMMENTS FROM ENVIRONMENTAL COMMITTEE CHAIR OR MEMBERS**

There were no additional comments from Committee members.

#### **IX. ADJOURNMENT**

The meeting adjourned at 8:00 PM.