



The Gateway Cities
Air Quality Action Plan

AQAP Advisory Roundtable – August 11, 2011

Meeting Summary

Location: Gateway Cities Council of Governments,
16401 Paramount Blvd.,
Paramount, CA 90723, Conference Room

Time: 5:00 PM to 8:00 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
Kenneth Ramirez, Mothers of East LA (Alternate)
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

Private Sector

Victor Caballero, Express Transportation Services

Michele Grubbs, 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

Alan Hicks, U.S. Department of Transportation

Cynthia Marvin, Air Resources Board

At-Large

Alex Cherin, Englander, Knabe & Allen

Thomas Fields, Long Beach Harbor Commission

Andrea Hricko, University of Southern California

Alex Pugh, Southern California Edison

Lupe Valdez, Union Pacific

Mike Walter, Long Beach Harbor Commission

Elizabeth Warren, Future Ports

Technical Roundtable

Steve Lefever, City of South Gate

Susan Ahn, Long Beach Unified School District

Public Participation

Ed Avol, University of Southern California

Greg Gould, Natural Resources Defense Council

Project Team:

GCCOG: Jerry Wood, Karen Heit

Metro: Adrian Alvarez, Danielle Valentino

ICF Team: Scott Broten, Ed Carr, Andrew Papson, Peggy Lobnitz (Pika Environmental), Jonathan Heller (HIP), Susan DeSantis (AA), Chester Britt (AA), Yesenia Arias (AA), Maria Yanez-Forgash (AA), Kristen Torres (AA), Raul Velazquez (AA), Greg Andrade (AA), Lauren Renee (UCLA)

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Agenda

I. Opening Comments and Introductions

II. Agenda Overview:

Susan DeSantis, Arellano Associates

III. Oral Reports

A. Participation Framework Committees Update

Susan DeSantis Arellano Associates

Ms. DeSantis delivered a Participation Framework Committees Report to update the Committee on the activities of the AQAP Technical Working Groups, Roundtables, and Environmental Committee. She reviewed the participation goals of the AQAP, the participation framework, the roles and responsibilities of each of the AQAP groups and how they interact with the COG organization. These groups include the I-710 Health Impact Assessment Technical Working Group, the Air Quality/Health Risk Assessment (AQ/HRA) Technical Working Group, the Technical Roundtable and the Advisory Roundtable, and the Environmental Committee. For each group, Ms. DeSantis presented their composition, the topics they were presented with in their July Meetings, the issues that arose, and their recommendations to the subsequent group in the participation framework (i.e. the AQAP Roundtables and the Environmental Committee).

For the I-710 HIA TWG, Ms. DeSantis highlighted the issue of EPA's suggestion to include PM 2.5-mortality and morbidity on the Air Quality pathway, which has been incorporated into the HIA with a discussion of uncertainty. For the AQ/HRA TWG, Ms. DeSantis noted the following recommendations: that construction impacts be included in the I-710 EIR/EIS Health Risk Assessment, the inclusion of an average area for the hot spot analysis and the expansion of the study area. For the Technical Roundtable (TRT), Ms. DeSantis highlighted the recommendation that comments be accepted following their meetings. She also noted general TRT agreement on HIA Goals and Overarching Parameters and the request that consideration be given to changing passenger vehicle size and technology. Ms. DeSantis outlined four comment letters received from the Advisory Roundtable (ART) Members and noted the number of informal comments received. Copies of the comment letters and responses were available at the meeting. For the Environmental Committee, Ms. DeSantis overviewed input received at their July Meeting on the use, designs and process for the Construction Staging and Phasing Concept, the inclusion of education in the Jobs/Economic Development pathway, and the expansion of the time boundaries to consider educational timelines.

Discussion Summary: *No discussion*

B. AQAP Project Update

Scott Broten, ICF

Scott Broten presented a Status and Schedule Update report on the Air Quality Action Plan (AQAP). He reviewed the different committees and technical tasks related to this effort, some of

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which are related to the COG comprehensively through the AQAP, while others are specific to the I-710 Corridor Project EIR/EIS. Mr. Broten described the relationships between the I-710 EIR/EIS, its technical reports and the AQAP and its technical reports. He reviewed the boundaries for the I-710-specific studies and for the AQAP studies. Mr. Broten then presented a six-month outlook for the documents in progress and moved into a longer-term calendar that outlined all tasks being completed by early 2013. The Community Medical Needs Assessment, I-710 Health Impact Assessment, I-710 Construction Staging and Phasing Concept report, and I-710 Near Roadway Modeling report (with Ultrafines) are four tasks related to the I-710 Corridor Project which are currently underway in the AQAP. These tasks are scheduled for completion by the end of November 2011, so that Caltrans has time to consider them for inclusion in the I-710 EIR/EIS.

Discussion Summary: *Mr. Broten clarified a question regarding the different protocols for the AQ/HRA and AQAP.*

C. Community Medical Needs Assessment

Jonathan Heller, HIP

Mr. Heller discussed the COG-wide Community Medical Needs Assessment, which studies the health care resources and facilities in the COG subregion. The data analysis for the CMNA is complete and the report is under preparation. Upon completion, the findings will be presented to the Roundtables. Mr. Heller provided an overview of the geographic scales, the metrics and the types of data being used for the CMNA.

Discussion Summary: *The ART discussed the availability of data from a study by Dr. Paul Simon (ART member) linking diabetes to highway proximity. Questions were asked regarding geographic overlap, data constraints due to data collection geographies by different agencies and the baseline for comparison. There was a suggestion to compare the Gateway Cities to an area unaffected by freeways, though more discussion revealed that there are many variables for different geographies that make such a comparison difficult.*

D. Near Roadway Modeling Report

Ed Carr, ICF

Mr. Carr reviewed the findings for the I-710 Near-Roadway Modeling Assessment, which is currently analyzing modeling outputs and comparing them with actual readings. Mr. Carr reported that the model seems to under-predicting results for light duty vehicles and over-predicting results for trucks.

Discussion Summary: *There was a suggestion to change timescale comparisons. It was also suggested that traffic data from SCAG be used. Problems associated with comparing aggregated data to hourly data. Three other data sets that could be included were brought forward: CARB, Bill Hynes (UCLA), and Eric Fujita (Desert Research Institute).*

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Ms. DeSantis noted that a Monthly Technical Webinar will be scheduled to review methodologies and approaches used for various tasks prior to the roundtables meetings.

IV. Roundtable Discussion on Health Impact Assessment (HIA)

Jonathan Heller, Human Impact Partners

Mr. Heller introduced the I-710 HIA Roundtable discussion. He noted that the I-710 HIA will evaluate the I-710 project alternatives and assess if there are any relationships with health outcomes. It defines health comprehensively to encompass the individual factors, individual behaviors, public infrastructure, living conditions and socioeconomic factors. The HIA will also identify appropriate actions to manage health effects and improve health. He briefly discussed the Overarching Parameters, which include the six alternatives being considered in the I-710 EIR/EIS, time boundaries, geographic boundaries and vulnerable populations. Next, Mr. Heller reviewed two of the six pathways: Air Quality Effects & Mobility Effects as Pathways to reacquaint Roundtable members with the layout of the pathways.

Each of the four roundtables engaged in a facilitated discussion to gather detailed feedback from ART members on the health effects pathways of the HIA. The four Roundtables then reported out on their discussions and recommendations to the full ART. *(See pages 10 through 15 for Roundtable Reports.)*

V. Public Comments

Comments and discussion took place on the following topics during the Public Comment period: impact of federal transportation reauthorization funding on the quality and features of this project; engagement of the City of Long Beach Department of Public Health in the technical working groups and other AQAP groups; upcoming presentation of the I-710 Construction Staging and Phasing. Note: The I-710 Construction Staging and Phasing presentation was initially scheduled for presentation at the evening's meeting, but it will be rescheduled to the next meeting.

VI. Presentation

Early Action Items Preview

Peggy Lobnitz, Pika Environmental

Dr. Lobnitz reviewed the Early Action Items, including those that have already been implemented, as well as the proposed Early Action Items. These additional Early Action Items include improved restrictions on truck idling, conditional use permits for warehouse/distribution facilities, requirements on construction equipment, exposure reduction for sensitive receptors from diesel exhaust, and buy-local policies.

Discussion Summary: *It was noted that Southern California Energy offers well over 80 energy efficiency funding programs and it was suggested that the Early Action Item #8 add utilities to its list of funding sources for reducing diesel exhaust exposure. The ART also discussed the timing of the release of the emissions inventory in order to inform the early action items. There was some discussion over whether Early Action Item #2 is actually already implemented. The*

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Roundtable dialogued on the role of individual cities implementing clean transportation technology with their fleets. There was also a suggestion to consider bulk fees in addition to container fees.

VII. Next Steps and Wrap Up

Susan DeSantis, Arellano Associates

The roundtable members were asked to email comments and feedback on the Sensitive Receptors List.

A Technical Webinar on near roadway modeling methodology will be scheduled soon. EPA and CARB will be invited.

A standing technical webinar will be scheduled prior to the next several roundtable meetings.

GCCOG/Metro will look into whether Ultrafine information being performed under the I-710 EIR/EIS will be available for public distribution by October.

VIII. Adjournment

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ART Roundtable Discussion: I-710 HIA Pathways

Table 1 Roundtable Discussion Notes – Air Quality Effects

Group had other comments on level of data availability throughout pathway.

COLUMN 2:

- Top 2 white boxes (CQ1 and CQ2) should be shaded because data is available from SCAG and EIR.
- Add change in bicycle/pedestrian access/usability.
- Add changes in land use.
- Add changes in freight mode shift.
- Expand AQ2 change in other sources of pollution.
- Highlight what pollutants have available data.

COLUMN 3:

- Clarify which types of technologies.

COLUMN 4:

- Expand list of air pollutants. Clarify environmental quality.

COLUMN 6:

- For change in health outcomes, add cognitive effects, neurology, stress, generally expand.
- Add change in quality of life.
- Add change in school recreation activities.
- Add change in income of school

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ART Roundtable Discussion: I-710 HIA Pathways

Table 2 Roundtable Discussion Notes – Noise Effects

Suggestions

COLUMN 1:

- First box
 - All of the proposed mitigations should be added
 - Design the roadway with the best technology to reduce the noise levels
 - Rubberized asphalt
 - Low-noise surfaces

COLUMN 2:

- Add two new boxes
 - 1st new box should say “Change in the # and mix of vehicles on local roads and freeways”
 - 2nd new box should say “Change in the # and mix of vehicles on local roads and freeways, weekday vs. weekend”

Question: Is there a change in the noise levels over the time of day for each of the alternatives?

COLUMN 3:

- Second Box (Environmental Quality)
 - Aesthetics should be added to the environmental hazards
 - Potential negative visual impacts of proposed mitigation
- Add new box “Change in Mobility”

COLUMN 4:

- Change language in box; “e.g., at home and school” should read “Sensitive Receptors”
- Add new box “...exposure modeled and measured at different times of day and weekdays vs. weekend.”

COLUMN 5:

- Health impacts need to be consolidated with Pathway #6. Neighborhood Resource Effects

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Additional Comments from ART members

- Discussed the difference between increased nighttime noise and increased nighttime noise perception.

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ART Roundtable Discussion: I-710 HIA Pathways

Table 3 Roundtable Discussion Notes – Mobility Effects

COLUMN 4:

- Prioritize M5/M7: Change in physical activity and M6: Change in social cohesion.
- Add change in nutrition (less time to spend eating healthfully).
- Include in change in city budgets when spending on health.

COLUMN 5:

- Consider vehicle speed on M6 (already covered in Traffic Safety).

Jobs/Economic Development Effects

COLUMN 2:

- Add change in vehicle technology and infrastructure.
- Changing diversifying infrastructure could diversify or lose jobs.

COLUMN 3:

- Add change in types of jobs to accommodate vehicle technology/infrastructure.
- Consider real estate values because of freeway proximity/view of freeway due to elevation.

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ART Roundtable Discussion: I-710 HIA Pathways

Table 4 Roundtable Discussion Notes – Traffic Safety Effects

- Trouble seeing impacts for each alternative
- No build vs. full build out
- I- 710 is worse tripling number of trucks
- Traffic worse
- Pollution worse

COLUMN 2:

- Change in general purpose vs. toll lanes
- Add shift between freight corridor versus general purpose lanes
- Add change in vehicle/freeway speeds at freeway transitions
- Add time of day to CQ2 (change in vehicle speeds on freeway)
- Add change in truck type
- Add change in different modernizations with freeway geometrics
- Improve interconnectivity at key transition points

COLUMN 3:

- Add change in vehicle repair leads to less break wear and car maintenance issues – increase traffic safety
- Add change in infrastructure maintenance
- Add change in delay – reduced vehicle delays will increase traffic safety and reduce stress

Other Thoughts:

- The Pier Pass program should be able to mitigate traffic congestion as well as reduce pollution and have positive traffic safety effects.
- Expanding the hours of operations at Port shipping terminals can have impact of freeway and vehicle traffic therefore impacting traffic safety effects.
- Type of technology, such as new green vehicles, may contribute to traffic safety outcome.
- Implementing policies and or regulations may be added to affect traffic safety outcomes.
- A look at transitional, interconnectivity issues to resolve bottleneck traffic scenarios at key connections, such as completing the 710 freeway, which can increase traffic flow and improve

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connections to the 210 and move goods to the rest of the state and beyond. Improving interchanges, rail yards, and other transitional points.

- Is there a gain as soon as the trucks start to transition to other freeways or future streets? Freeways or transitional problems.
- Traffic flow should consider extreme weather events.