

**MINUTES OF THE MEETING OF THE
GATEWAY CITIES COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS**

Gateway Cities Council of Governments

16401 Paramount Blvd.

Paramount, California

July 7, 2021

Via Zoom Conference

STUDY SESSION: HIGHWAY PROJECT STUDY SESSION WITH FOCUS ON THE I-710 SOUTH CORRIDOR PROJECT

#	Name	City/Agency	Present	Absent
1.	Tony Lima	Artesia	X	
2.	Cinde MacGugan-Cassidy (E)	Avalon (1 st Vice President)	X	
3.	Ali Saleh (E)	Bell (2 nd Vice President)	X	
4.	Raymond Dunton (E)	Bellflower	X	
5.	Maria Pulido	Bell Gardens		X
6.	Naresh Solanki	Cerritos		X
7.	Oralia Rebollo (E)	Commerce	X	
8.	Emma Sharif	Compton		X
9.	Elizabeth Alcantar	Cudahy	X	
10.	Sean Ashton (E)	Downey	X	
11.	Luis Roa	Hawaiian Gardens	X	
12.	Marilyn Sanabria (E)	Huntington Park	X	
13.	Cory Moss	Industry		X
14.	Ed Eng (E)	La Mirada		X
15.	Ariel Pe	Lakewood	X	

16.	Suely Saro (for Robert Garcia)	Long Beach		X
17.	Roberto Uranga	Long Beach		X
18.	Marisela Santana	Lynwood	X	
19.	Heber Marquez	Maywood	X	
20.	Kimberly Cobos	Montebello	X	
21.	Margarita Rios	Norwalk	X	
22.	Vilma Cuellar Stallings	Paramount	X	
23.	Raul Elias	Pico Rivera		X
24.	Joe Angel Zamora (E)	Santa Fe Springs	X	
25.	Edward Wilson (E)	Signal Hill	X	
26.	Maria Davila (E)	South Gate (President)	X	
27.	William Davis	Vernon		X
28.	Fernando Dutra (E)	Whittier (Immediate Past President)	X	
29.	Herlinda Chico (E)	LA County BOS Office of Sup. Hahn	X	
30.	Kimberly Ortega	LA County BOS Office of Sup. Solis	X	
31.	Gabriela Cid	LA County BOS Office of Sup. Mitchell	X	
32.	Sharon Weissman	Port of Long Beach	X	
(E) Executive Committee			Total =	23
				9

ALSO, PRESENT: Nancy Pfeffer, Genny Cisneros, Joel Arevalos, Gilbert Saldate, Sandra Mora, Marisa Perez, Kekoa Anderson, Yvette Kirrin, Sumire Gant – COG Staff; Ivy Tsai, COG Attorney; Norman Emerson, Emerson & Associates; Jonathan Cordova, Yvette Shahinian – Office of Linda Sanchez; Julie Rush, David Levinsohn – AECOM; Fran Inman, Joe Lyou – California Transportation Commission; James Shankel, California Department of Transportation; Gloria Roberts, Gregory Farr, Daniel Kopulsky, Barbara Marquez, Ron Kosinski, Mine Stuhl – Caltrans; Marven Norman, Center for

Community Action; Karen Lee, City of Artesia; Michael Palmer, City of Avalon; Len Gorecki, City of Bellflower; Elizabeth Loza, City of Cudahy; Carl Hickman, Tyler Bonanno-Curley – City of Long Beach; Eddie De La Riva, City of Maywood; Bill Pagett, City of Paramount; Noe Negrete, City of Santa Fe Springs; Chris Jeffers, City of South Gate; Shannon De Long, City of Whittier; Jennifer Ganata, Dilia Ortega – Commission for a Better Environment; Fatima Baqi, Downy Action Force; Adriana Contreras, Downey City Coalition; Enrique H., Joanna Contreras, Dayanara Gavino, Hava Bazz – Downey Resident; Fernando Gaytan, Frances Tinney – Earth Justice; Jan Victor Andasan, EYCE; Brian Yanity, Fullerton Resident; Alex Contreras, Happy City Coalition; Diego Cadena, Wayne Richardson, Carrie Bowen, Terence Pao, Michael Hynes – HDR; Shannon Willits, Jim Roldan – HNTB; Jesse Herrera, Laura Lucio, Joey Martinez – Gateway Cities Resident; Brenda Y., Kevin Shin – Los Angeles Bicycle Coalition; Lynda Johnson, Supervisor Janice Hahn, Luke Klipp, Jamie Hwang – Office of Supervisor Hahn; Guadalupe Camberos, Martin Reyes, Supervisor Hilda Solis – Office of Supervisor Solis; Dietrick Jager, LB Yimby; Sylvia Bentancourt, Long Beach Alliance; Angelo Logan, Kirk Davis, Norberto Lopez, Whitney Amaya, Chloe Pascual – Long Beach Resident; Brad Jensen, Lynda Bybee, Elizabeth Mazariegos, Aimee Benavides – MBI Media; Michael Cano, Ernesto Chaves, Will Ridder, Jim De La Loza, Ed Alegre, Nelli D, Julio Perucho, Abdollah Ansari, Stephanie Wiggins Brian Haas, Mark Dierking – Metro; Danny Hom, Gateway Cities Service Council Metro; Steve Huff, Michael Dougherty – Michael Baker, Int; Martha Camacho Rodriguez, SEE-LA; Andy Nowak, Moffat & Nichol; Kevin Chen, Abey Philips, Natalia Ospina, Alec Cronin, Isabella Blanco – NRDC; Patricia Camacho, Sean Kearns – Office of Congresswoman Diaz; Jayro Queme, Pico Rivera Resident; Kerry Cartwright, Nina Turner, Theresa Dau-Ngo, Bianca Villanueva – Port of Long Beach; Robert Frampton, Rail Passenger; Fabiola Inzunza, Denise Diaz – South Gate Residnet; Kome Ajise, Sarah Patterson, Alison Linder – SCAG; Michael Schneider, Streets for All; Jill Johnston, Alexander Sarno, Andrea Hricko – USC; Mark Christoffels, Carlos Cadena – WKE, Inc; Jeff Fromhertz, Claudette Moody – WSP.

Chair Cassidy called the meeting to order at 6:03 pm. She announced Spanish interpretation for the call in phone number and asked for members to mute when not speaking. Regarding public comments, public comment will be taken under Item G, followed by board discussion under Item H. At the time of public comment, the amount of time per speaker will be stated.

Roll call was taken by GCCOG staff Joel Arevalos. There were no amendments to the agenda.

Chair Cassidy stated that the purpose of the Special Board Meeting was to provide an update on the highway projects within the Gateway Cities COG subregion with a focus on the I-710 south corridor project. Chair Cassidy introduced COG Board Member Fernando Dutra, Metro Board Representative.

Member Dutra thanked everyone for being there tonight. He stated that it is a transformative period in history for the cities in Southeast LA County and this is an opportunity for all of us to reflect on our priorities as local leaders. He stated that his hope for the session was to clarify the roles and responsibilities of Caltrans, Metro, and the Gateway COG Board – all equal partners as the COG re-envision the infrastructure investment needed in Southeast Los Angeles. He asked for a look at innovative options, driven by community priorities. He stated that an important Early Action Project was to address truck generated diesel emissions, by securing substantial new funding to deploy clean and zero emission trucks in the corridor. He thanked the community for submitting public comments. He shared his priorities - a zero emission truck system, prioritization of early action projects, public transit expansion, additional rail capacity for goods movement, more active transportation options, local apprenticeships, and safety improvements. He concluded by acknowledging the cities, Metro board members, and guests.

Metro Board Member Janice Hahn, Supervisor, District 4, thanked her colleagues and acknowledged Stephanie Wiggins as the new MTA CEO. She stated that the 710 couldn't be built in its current form as it doesn't have the support from the federal and state governments. She also stated that the status quo is not okay as the freeway is old and dilapidated. Something needs to be done to address the safety concerns and the growing truck traffic. She has asked MTA staff to prepare a path for for moving forward on the 710 corridor. She asked Metro to approach this in a well-rounded, forward thinking matter. She concluded by thanking Member Dutra for facilitating this meeting and Executive Director Nancy Pfeffer for organizing this so quickly.

Metro Board Chair Hilda Solis, Supervisor, District 1, acknowledged all the women leading MTA and thanked the cities for attending the meeting. She asked that the group move together as best as they can. She stated that we need to re-imagine highway investments, as there are disparities and air quality concerns related to the highways in local communities. She stated the work along the 710 will not move forward and that all work on the 710 has been suspended by Metro board action. She asked that the group come together and focus on equitable transportation for every resident in LA County. There is a housing shortage additionally, and the the neighboring communities cannot take any more pollution. She asked for more investment in public transit, complete streets, Atlantic BRT, and West Santa Ana Branch. It is critical for the Southeast cities along the 710 corridor to be involved in this work.

Chair Cassidy introduced Nancy Pfeffer, Gateway Cities COG Executive Director. Ms. Pfeffer reviewed a list of all the highway projects within the subregion, including the I-710, I-605, 91/605/405, and I-5. She reviewed the purpose and need of the I-710 project. She introduced Noe Negrete, Director of Public Works, City of Santa Fe Springs, Chair, 91/605/405 Technical Advisory Committee, who spoke from a public works and city engineer perspective. He emphasized that city staff like to consider all the modes of transportation and highlighted the lack of rail for our subregion. Residents have little

choice but to use the freeways in our subregion. He emphasized that each freeway improvement has its own challenges. He stated that it takes 20-25 years to improve freeways. He stated that 75% of residents use freeways to travel in our subregion. He also addressed the growing truck traffic in the subregion. He concluded we need to continue to invest in all our transportation options and that we need to continue to invest in our network.

Chair Cassidy introduced Stephanie Wiggins, Chief Executive Officer, Metro. Ms. Wiggins commented on the concerns raised on the I-710 freeway. Metro has suspended the project and will reengage the community. She recognized inequities that highway projects have inflicted on marginalized communities in the past. She acknowledged that there are real issues – safety, congestion, movement of goods, and the ability to provide job opportunities, particularly local hiring. She stated that the I-710 was a Measure R and Measure M priority for the Gateway Cities COG. She knows that the highway system is complex, inefficient, and needs improvement. Metro is committed to developing an equity centered goods movement plan and demonstrating that we want to engage our stakeholders head on. Metro wants to ensure that communities are properly informed early in the process and identify ways to engage them. Metro wants to do this with our partners and community and cities. She concluded that it is critical for us to work together to develop community engagement practices and invited all to join Metro's efforts and seek new solutions on the challenges we face and double down on community engagement.

Chair Cassidy introduced Jim de la Loza, Metro Chief Planning Officer, to provide context for the I-710 project. Mr. de la Loza stated the MTA leads with equity and that the MTA staff was there to listen. He said that the agency must examine and reassess the public engagement and address the projects in a multi-modal, multi-dimensional manner. He talked about the establishment of the equity platform and the equity framework. Mr. de la Loza talked about the Long Range Transportation Plan and the Los Angeles County Goods Movement Action Plan which all impact the I-710 Corridor project.

He went on to discuss a collaboration of the affected agencies, local communities and other community stakeholders with the goal of accommodating port growth and reducing pollution.

Mr. de la Loza discussed the variety of partners that must be part of any planning effort: including stakeholders, CBOs, cities, Caltrans and the MTA. Mr. de la Loza then turned the presentation over to Ernesto Chaves, Deputy Executive Officer, Program Management, Highway Program. Mr. Chaves presented a timeline covering the project development from 2008 with the initiation of the environmental review process. He described the project limits and the public participation process with over 350 meetings. He described the progress of the environmental review and how the Alternatives were determined.

He reviewed the circumstances and impacts from Metro Board Motion 22.1 and the recirculation of the documents in 2012. He outlined the circumstances that led to the development of the two final alternatives and the MTA's ultimate adoption of Alt. 5C as the Locally Preferred Alternative (LPA). He went over the clean truck program and the allocation of funds in the LPA.

He also reviewed Motions 5.1 and 5.2 and discussed the checks and restrictions on any expansion. Mr. Chaves went on to explain the United States Environmental Protection Agency (EPA) air quality conformity finding that has prevented the project from concluding the environmental review phase. He discussed that in the EPA's opinion the entrained road dust (tire and brake dust) could not be mitigated by the project. EPA currently has no mitigation strategies. Mr. Chaves discussed slides that outlined Metro Board adopted actions placed upon the project.

Chair Cassidy introduced Gloria Roberts, Assistant Director for Caltrans District 7 who was presenting on behalf of Caltrans District 7 Director Tony Tavares. Ms. Roberts acknowledged the leaders from the funding partners and then discussed the Climate Action Plan for Transportation Infrastructure (CAPTI) that sets investment and needs for mobility in the state of California. CAPTI along with California Transportation Plan (CTP) 2050 are the policy framework for the State's transportation system. The goal of CAPTI and CTP is to reduce GHG, increase safety and protect disadvantaged communities as well as promote clean and efficient freight movement.

The third framework is the Caltrans Strategic Plan that focuses on the people that use the system, with equity as a dominant theme. The climate action element of the CSP feeds the climate change strategies from the CAPTI and the CTP. She went on to say that Caltrans is concerned about the people who use and live near the projects as well as the mobility.

Chair Cassidy introduced the next section that provided the I-710 funding partner perspective. She named the funding partners and announced the representatives who would be expressing their agency's perspective.

The first speaker was Kome Ajise, Executive Director, Southern California Association of Governments (SCAG). Mr. Ajise stated that the Regional Transportation Plan (RTP) includes Alt. 5C as project as does the 2021 Federal Transportation Infrastructure Plan (FTIP) making the project eligible for state and federal funds.

Mr. Ajise discussed that SCAG is interested in promoting zero-emissions technology as well as supporting other ideas for transportation technology.

Chair Cassidy introduced Kerry Cartwright, Director of Freight Movement for the Port of Los Angeles (POLA), speaking on behalf of Mr. Gioiello. Mr. Cartwright discussed his participation in the project since its inception and the POLA's role in the initiation of Zero-Emission (ZE) trucks for access to POLA. He outlined POLA's program to provide funding for ZE trucks.

The next speaker introduced was Sharon Weissman, Commissioner for the Port of Long Beach (POLB). Ms. Weissman discussed the POLB role as an interested partner for the I-710. She discussed POLB's role in the project development. She discussed POLB's clean truck program and the development of a fund for the support of clean trucks. Ms. Weissman said the POLB would be happy to participate in any Ad Hoc Committee.

Chair Cassidy announced that Yvette Kirrin, Executive Director of the I-5 Corridor would read a statement on behalf of John Soria, Chair of the I-5 JPA. Mr. Soria's statement indicated that progress should not come at the cost of significant right of way impacts, whether they are homes or businesses.. He supports the continued work on addressing the issues for goods movement and acknowledged that in another 10 years most cars and trucks would be electric. He stated that we need a balanced multi modal approach to accessibility and connectivity, including freeways. Freeways will continue to need safety and operational improvements, as well as possible capacity enhancements. Having adequate freeway capacity through our built out communities reduce the number of vehicles using our local city streets and arterials which extends our pavement life and protect our local investments within our city. He stated that he supports the 91/605/405 guiding principles that include minimizing right of way impacts, but we understand we may not be able to eliminate impacts.

Chair Cassidy introduced Nancy Pfeffer, Gateway COG Executive Director, who reviewed three staff recommendations. She discussed Recommendation 1 – to create an ad hoc committee focused on the I-710 for the next 3-6 months. The ad hoc committee can focus on either the 710 or on all highway projects within the Gateway Cities subregion. Staff suggested that the ad hoc committee considered the entire highway program to address the activities of the highway projects within the COG subregion. Recommendation 2 – authorize staff to send a letter to Metro and Caltrans to give the COG a seat in the establishment of principles for the highway program and the I-710 project as it moves forward. The last recommendation involves asking both federal and state governments to provide funding for a clean truck program.

Chair Cassidy asked for a clarification; if all three items were being voted on, Ms. Pfeffer stated that all three recommendations can be assessed separately.

Chair Cassidy announced that the time had arrived for public comment and that all public comment would be part of the record. She reviewed the instructions for participating and providing input though Zoom or on the phone. She stated that there were 40 written comments received before the meeting and these would be part of the record.

Chair Cassidy asked for Elizabeth Mazariegos, MBI Media, to give additional instructions and introduced the first public comment speaker:

Martha Camacho Rodriguez – Asked the Board to remember they serve the diverse community and opposition of expansion (from Downey).

Chloe Pasqual – She lives in Long Beach and is against freeway widening and the potential impacts on her family, especially pollution.

Michael Schneider – Time to invest in rail, bikes and improve quality of life. Do not widen freeways.

Angelo Logan – Urges COG to initiate a conversation about the I-710, in a meaningful way to assess scope and environmental justice.

Alex Contreras – Founder of Happy Cities Coalition. Gateway Cities have been instrumental in harming the climate. Opposition of expansion, suggests efforts to avoid increasing air pollution and wildfires.

Frances Tinney - Member of Earth Justice – Asked COG to abandon the I-710 and diesel truck expansion. Go with ZE trucks and community jobs.

Joanna Contreras – Need more public transportation as well as improved pedestrian environments and bicycle infrastructure.

Sylvia Betancourt – Long Beach Alliance for Children with Asthma – Discussed the health and economic impacts of air pollution on children and families. Opposition of expansion (from Long Beach), concerns on health, works with asthmatic children, states closer to freeway more health risks.

Marvin Norman – Center for Community Action and Environmental Justice (EJ) – Concerned about impact of the trucks on the Inland Empire and the I-710. Opposition of expansion, EJ non-profit representative is concerned with project, needs clean air solutions, suggests truck only lanes.

Natalia Ospina – Natural Resources Defense Council (NRDC) Attorney – Abandon Alt. 5C and re-envision the I-710. Reimagine the I-710 without widening. Opposition of expansion, concerned with health and environmental issues, disproportionately impacts people of color and provides poor air quality.

Jayro Queme – Decision needs to be made to support zero emission vehicles.

Kurt Davis – Long Beach resident – opposed to the Atlantic Cherry widening project, cited health impacts from freeway projects.

Brian Yannity- Vice President. Rail Passengers Association – Support electrification of rail goods movement and trucks.

Kevin Shin – Enforce words from Supervisors Hahn and Solis to reimagine solutions for the freeway. LA Bicycle Coalition, LB resident, reimagine freeway project and assess how it affects those communities along the corridor/freeway, will displace families, look at this holistically, support people not cars.

Joey Martinez – Opposition of expansion, (from Downey) implies COG is not placing a hard enough stance, concerns of community, agreed with Hilda Solis' stance

Isabella Blanco – Intern NRDC – COG should stop pursuing widening and pursue projects that reduce pollution. Opposition of expansion, housing crisis impacts, need transparency, pollution an issue.

Whitney Amaya – East Yards Community for Environmental Justice (East Yards) – Opposition of expansion (from West Long Beach), to consider environmental justice, pollutions, zero emissions technology.

Jennifer Ganata – Communities for a Better Environment (CBE) attorney – Develop program where public health is prioritized. Opposition of expansion, asks to consider impacted communities along 710, to look into zero emissions, provide benefits to the community.

Abey Philip – NRDC – Reject Alt. 5C because of impacts on community. Opposition of expansion, consideration of health effects long and short term due to air pollution, communities need to be safe and healthy.

Kevin Chen – From the Natural Resources Defense Council, mentioned zero emission trucks in CA's future and that the 710 should align with that goal, assess the health harms from diesel trucks.

Hava Bazz – use freeway expansion funds for public transit, loss of homes unacceptable. Opposition of expansion (from Downey), funds better for public transit, biking, climate change & air pollution solutions.

Dilia Ortega – South Gate resident – CBE organizer – do not proceed with the current project, prioritize a project that utilizes zero emission. Needs better solutions to assess the health of the people and not the needs of the trucks.

Bill Pagett – Deputy City Engineer, City of Paramount – For the past 12 years there have been good off-freeway projects and corridors along the freeways. Re-rank off-ramp improvements and others that alleviate safety concerns. Asks to revisit project reaches and rank solutions/goals and to go back to the drawing board to see what works for the community.

Norberto Lopez – CBE – Against expansion because of the pollution. Against displacement. Opposition of expansion - member of an environmental justice organization, suggests the expansion would be a poor solution and has concerns for his families health and the displacement of his community near the freeway, insists on taking in community input.

Len Gorecki – Director of Public Works, City of Bellflower, described widening of Bellflower Blvd and the community benefit. Opposition of expansion from Public Works department and asks the COG to take a look at general mobility, how to resolve bottlenecks, for less congestion and consider/look at all solutions.

Adriana Contreras – Cited carbon emissions associated with freeway expansion. Meeting climate goals must be a priority - invest in environmental priorities like public transit.

Jan Victor Andasan – East Yards – No expanded freeways, no widenings, need true Zero Emission and local hire. Asked COG to rethink expansion and how to improve the 710 while producing no more diesel pollution.

Robert Frampton – Opposition of expansion, insisted getting trucks off the 710 & move them to the Alameda Corridor .

Dietrick Jager – Resident of Central Long Beach – Opposition of expansion.

Fatima Abdullah Bakai – Ally of Happy Cities Coalition – Concerned about public health deficiencies. Concerned about I-605 project - doesn't want displaced communities.

Public comment was concluded.

Chair Cassidy announced it was time for Board member comments - the first to speak was Member Ashton.

Member Ashton stated he's not supportive of expanding the freeway in general, not taking away homes from people. He liked the idea of using the Alameda Corridor and moving trucks from the freeway to the Alameda Corridor. In addition, he thinks the COG should support the expansion of employees working from home.

Member Rebollo stated that the 710 expansion would wipe out the ABC community in the City of Commerce. These are multi-generational families living together; many are renters. She is concerned about their housing and food insecurity as an elected official representing her community.

Member Wilson is a long term council member since 1997 and COG board member since 1998. He summarized his long term involvement with the 710 freeway and supportive of community input. He suggested the COG include a broader discussion of the jobs related the to Port as the COG re-envision the 710 corridor. If we do nothing, the traffic and environmental impacts will get worse.

Member Chico re-emphasized that we need to do better as we reevaluate the 710 corridor. Supervisor Hahn asked that Ad Hoc include project, scope, purpose, and need. She also supports a strong community outreach and input process.

Member Weissman thanked all those who gave comments. In regards to rail, Port of Long Beach has committed \$1 billion to expand on dock rail to put containers on train. She mentioned Pier B on dock rail expansion (\$870 million) - first phase completed in 2024. She supports the COG recommendations.

Member Dutra stated that Caltrans Director Toks Omishakin offered comments at meetings of the California Transportation Commission about the State's transportation policy priorities, including the I-710 South Corridor. During his comments Director Omishakin made certain representations about new directions the state is pursuing, including the draft Climate Action Plan for Transportation Infrastructure. He asked if

Director Omishakin could provide in writing Caltrans's official position regarding the I-710 South Corridor environmental process and related activities.

He asked about on dock rail – what actions are needed to support this expansion? What actions does the COG need to take? He also asked for an official Caltrans position on 710 corridor. He stated this follow up should be left to the Ad Hoc committee and staff.

In response, Mr. Cartwright said that both ports have started a rail study to look at this issue. There are proposed projects at both ports to look at possible rail volume expansion. However, since 2006, the volume had stayed the same. Additional rail capacity does already exist, but it can only be used depending on the type of cargo and its destination.

Member Dunton has lived with a freeway in his backyard for 40 plus years. It is much better with the investment for vegetation and sound walls. The 710 is listed as the most dangerous freeway in the nation. Doing nothing is the wrong thing to do – must come up with options – truck lanes, and rail. We need a vision on what we can do with the 710 – all aspects of construction and how to make it better. The freeway needs to be fixed as it has been neglected for years.

Member Santana thanked Supervisors Solis and Hahn for their participation. Lynwood is less than 5 square miles and in between 105 and 710 freeways. She is happy to hear that Metro is willing to take the 710 back to the drawing board. She stated that she needs the 710 improvements to benefit the community. She introduced a motion to create the Ad Hoc committee to include Metro, Caltrans and communities. The cities that are united by the 710 freeway need to be on the Ad Hoc committee.

Member Alcantar stated that the 710 communities are most impacted by the 710 freeway, and the area is empty of public transit and health centers. She referred to these cities as a “donut hole” of resources. There has been little community involvement and we need to involve the community in the future to address harmful environmental conditions. She thinks we need to start from scratch and include a discussion on sustainability, public health, families, and children. She supports the motions discussed and asks that the Ad Hoc committee include a focus on the communities impacted, equity, and include the cities of Bell, Commerce, Huntington Park, Cudahy, Lynwood, Maywood, South Gate and the office of Supervisor Solis. She also asked for a letter to be sent to federal and state officials specifically for funding for zero emission trucks.

Member Pe wanted to clarify the staff recommendations 1.1 and 1.2 options – are they joined or separate? He believes they are two different recommendations and prefers an Ad Hoc committee for 710.

Member Dutra stated that he would clarify with Member Santana on what her preference was for the highways included in the committee. Member Santana stated that her motion included only Option 1.1 specific to I-710 freeway.

Member Rios commented on the I-5 freeway expansion in Norwalk. Personally, the experience has not been the best – the city was severely impacted. Almost wrapped up

– but efficiency and improvements have not really been seen in her daily experience. Input from cities and community groups are welcome and needed for I-710. She joined the COG two years ago because of her interest in public transportation. She asked about COG funding for the 710 project. Ms. Pfeffer responded that COG funding is related to Metro local sales tax (Measure R and Measure M) funding and planning grants and funding decisions are left to the COG board.

Martin Reyes from the Office of Supervisor Solis stated that community members and cities have asked for projects that do not make matters worse for the corridor cities. Doing nothing is not what the Supervisor's office is proposing. We can't make housing worse. We know that clean truck infrastructure is not 100% due to its contribution to particulate matter. Supervisor Solis supports the motion introduced by the Southeast cities. She looks forward to working with the ports to identify better ways to utilize the Alameda Corridor and on dock rail.

Ms. Roberts responded to Member Dutra's question. She stated that she would relay his request for Caltrans to clarify written position on I-710 freeway.

Member Weissman asked if Ad Hoc committee motion included the City of Long Beach or the Port of Long Beach, as 40% of the I-710 freeway is in the City of Long Beach. Member Alcantar said that her request did not include Long Beach. Member Weissman asked that City of Long Beach and Port of Long Beach be included in Ad Hoc Committee.

Member Marquez thanked everyone for the conversation and stated that he had a conversation with Maywood City Manager about the I-710. The City Manager responded that the last community conversation about this issue was in 2011. High school students have asked questions about the I-710 and the environmental justice concerns of the Southeast LA cities. He was inspired that younger students are involved in these issues.

Lilly O'Brien from Supervisor Holly Mitchell's office thanked everyone who spoke today. The Supervisor will focus on equitable infrastructure investments and atoning for past harms. She thanked City of Lynwood for their comments today.

Chair Cassidy stated that actions on the motion would now be considered.

Member Santana restated the motion to create a I-710 Ad Hoc committee focusing on the communities impacted, equity, community engagement, and include the cities of Bell, Commerce, Huntington Park, Cudahy, Lynwood, Maywood, South Gate and the office of Supervisor Solis. She also asked for a letter to be sent to federal and state officials specifically for funding for zero emission trucks.

Member Dutra requested a friendly amendment to clarify that the committee focus on the 710 corridor only and include Staff Recommendations 2 and Item 3 and the cities suggested by Member Alcantar and Port of Long Beach, City of Long Beach, and Supervisor Hahn's office.

Member Santana stated that the I-710 Ad Hoc Committee focus on community engagement, equity, and effect of the I-710 on communities. She accepted Member Dutra's friendly amendment.

Member Rebollo seconded the motion.

Member Cuellar Stallings asked for City of Paramount to be included on the committee.

Member Ashton asked about exceeding a quorum for the COG Board and Executive Committee. He asked to confirm this before a final vote.

Member Wilson asked to clarify who can sit on the committee (COG Board members, other city council members) and for the City of Signal Hill to be included on the committee.

Ms. Tsai responded that Ad hoc committee must be made of less than a quorum of COG Board members only.

Member Santana stated that Paramount be included if there is room and Signal Hill as well, if there is room.

A discussion occurred about staying within less than a quorum for both the COG Board and the Executive Committee.

Member Sanabria stated that City of Huntington Park should be included as I-710 traffic does impact the city, especially due to truck traffic routes on Florence, Gage, Slauson, and Randolph. She asked for the city to be included in the committee.

After much discussion, the Ad Hoc Committee membership was finalized and included the cities listed in the below motion.

Member Santana restated the following motion. Motion was seconded by Member Ashton.

1. To form an I-710 Ad-Hoc Committee made up of fourteen members of the COG Board (less than a quorum) that can focus on community engagement, equity, and effects on the 710 communities and return with recommendations regarding the future of highway projects in the Gateway Cities, including potential use of Metro's new CBO partnering strategy; and request preliminary recommendations at 4 months, final recommendations at 6 months. The members are Bell, Bell Gardens, Commerce, Cudahy, Long Beach, Los Angeles County – Sup. Dist. 1, Los Angeles County – Sup. Dist. 2, Los Angeles County – Sup. Dist. 4, Lynwood, Maywood, Paramount, Port of Long Beach, Signal Hill, and South Gate.
2. For the COG to send a letter to Caltrans and Metro requesting local jurisdiction participation in the development of principles to guide future highway project development.

3. To authorize the COG's Metro representative to seek a joint letter with Metro to state and federal agencies requesting partnership and funding on a Clean Truck Program on the I-710 Corridor for Zero-Emission vehicles.

The motion passed with 18 ayes, two noes (list member names), and no abstentions.

Chair Cassidy adjourned the meeting at 9:52 pm.

Respectfully submitted,

Nancy Pfeffer, Executive Director