

APPENDIX R

I-170 TIER 2 Community Advisory Committee Meeting Agendas, Meeting Minutes

**I-710 Major Corridor Study
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #1**

Tuesday, February 3, 2004
6:30-9:00 p.m.
Progress Park Community Center
15500 Downey Avenue
Paramount, California

AGENDA

- I. Welcome
- II. Roll Call and Introductions
 - Facilitation Team – Susan Gilmore (MTA) & Pat McLaughlin/Sam Gennawey/Esmeralda Garcia (Moore Iacofano Goltsman Inc. – MIG)
 - Roll Call of Committee Members by Self-Introduction
- III. Overview of Agenda and Meeting Objectives - MIG
- IV. Review of I-710 MCS Project– Richard Powers (Gateway Cities COG)
 - History
 - Guiding Principles
- V. CAC Process & Organizational Issues - MIG
 - Tier 2 Committee Purpose
 - Discussion of Member Expectations for the Process and the Corridor
 - Determination of Additional Meeting Protocols: Attendance, Ground Rules, Process for Decision-making & Identification of Consensus Alternative

- VI. Review Tier 1 Process to Date: Tier 1 Presentations of Community-Level Issues and Opportunities:
 - Bell Gardens
 - Carson
 - Commerce
 - East Los Angeles
 - Long Beach
 - Lynwood
 - South Gate

- VI. Identification and Potential Selection of Supplemental Members
 - Review Background of Tier 2 Members
 - Identification and Potential Selection of Supplemental Members

- VII. Identify Additional Committee Information and Resource Needs

- IX. Public Comment – Members of the public wishing to speak before the Committee should fill out a speaker card.

- X. Next Steps & Adjournment

I-710 MAJOR CORRIDOR STUDY

TIER TWO - CORRIDOR LEVEL ADVISORY COMMITTEE MEETING #1
PROGRESS PARK
PARAMOUNT, CALIFORNIA
TUESDAY, FEBRUARY 3, 2004
6:30 – 9:00 P.M.

MEETING NOTES

SUMMARY

On Tuesday, February 3, the Tier Two Corridor Level Advisory Committee met to discuss issues related to the I-710 freeway. The charge of this Committee is to review key local issues and opportunities identified by the Tier One Community Advisory Committees, consider issues of local and regional importance from a corridor-wide perspective and provide recommendations to the I-710 Major Corridor Study Oversight Policy Committee (OPC). Members invited to attend the first meeting of the Tier Two Committee included: 1) the elected chairpersons of the Tier One Committees; 2) the designated representative of each of the other cities in the corridor; 3) members appointed by the OPC to represent business, environmental, labor and academic interests and expertise in the corridor and 4) the chair of the I-710 Technical Advisory Committee. A roster of members who attended is attached. Pat McLaughlin of Moore Iacofano Goltsman, Inc. (MIG) facilitated the discussion and Esmeralda Garcia (MIG) graphically recorded the discussion.

Ms. McLaughlin welcomed the group and introduced the I-710 Major Corridor Study Facilitation Team. She reviewed the agenda and explained the meeting objectives, which included: review the Advisory Committee process, receive an update on the Tier One process to date, discuss member expectations and goals for the process, review member interests and expertise and identify potential additional members to be named to the committee. She introduced Richard Powers, Executive Director of the Gateway Cities Council of Governments, who provided an overview of the I-710 Major Corridor Study history and the Oversight Policy Committee's Guiding Principles.

MEETING DISCUSSION

Expectations

Ms. McLaughlin asked the group to state expectation of the process during the self-introductions. The following outlines the members' expectations of the process.

- Continued public participation/involvement beyond Phase I
 - Business
 - Residents
 - Labor
- Develop partnerships with other corridor communities and stakeholders
- Engage in creative long-term planning for the corridor and communities

- Strengthen political and policy-level support – especially for funding of future improvements
- Consider open space, focusing on preservation and development of partnerships that lead to sustainability
- Look at balancing international trade with the local economy
- Conduct effective regional transportation planning that supports economic balance
- Develop long-term as well as short-term solutions

Issues and Opportunities

The Committee discussed a number of issues related to the I-710 freeway and opportunities to address these issues. *(Note: The issues and opportunities have been organized in categories consistent with the information gathered during the Tier I Committee Meetings.)*

Health

Health is an issue of concern and needs to be identified as an issue of major importance in the Major Corridor Study.

| Issue | Opportunity |
|---------------------------------|---|
| Pollution from diesel emissions | Pollution reduction strategies <ul style="list-style-type: none"> • Control devices (catalysts), filters, retrofits, and restriction of truck operations • Engine/truck replacements • Conversion programs • Use of alternative fuels (emulsified diesel, biodeisel) • Increase inspection and oversight of polluting trucks |
| Damage to health from emissions | |

Community Impact

| Issue | Opportunity |
|--|--|
| Threat of right-of-way acquisitions especially in communities with low-income residents <ul style="list-style-type: none"> • Homes • Businesses • Parks | Identify alternative truck routes Design to avoid impacting homes, businesses and parks |

Safety

| Issue | Opportunity |
|--|---|
| Increase in truck traffic creates safety hazards | <ul style="list-style-type: none"> • Increased inspections • Regulations • Maintenance programs • Separate truck and auto traffic |

Congestion

| Issue | Opportunity |
|----------------------------|--|
| Increase in goods movement | Consideration of 24/7 port operations |
| | Sharing impacts of corridor and balancing movement of goods between trucks & ships in the south and trucks & rail in the north |
| | Local traffic mitigation as a short term solutions |
| | Use other freeways as routes for trucks |
| | Use of other ports |

Other

| Issue | Opportunity |
|-------|--|
| | Working with labor as a resource during construction phase |

Ground Rules, Group Processes and Protocols

Ms. McLaughlin asked the group to develop a set of group ground rules and guidelines for processes and protocols. In response, committee members recommended the following:

- Meetings will begin and end on time
- The COG will send committee members materials in advance of the meetings
- Given the short timeframe and importance of meetings, members will make all efforts to attend. However, if absolutely necessary, substitutes may attend as authorized by their appointing authority:
 - For Tier One: The Tier One Committee
 - For Other Cities: The City appointing authority (Council)
 - For OPC Appointees: No alternates were anticipated or appointed by the OPC.

Additional Representatives

After reviewing member expertise and interests, and following public comment, the Committee unanimously voted in Angelo Logan as an additional member representing the Coalition for Environmental Health and Justice.

Expert Resources

The Committee requested that representatives from the following be invited to attend the regular meetings of Tier Two as expert resources:

- BNSF & UP Railroads
- Alameda Corridor Transportation Authority (ACTA)
- California Highway Patrol (CHP)
- California Department of Transportation (Caltrans)
- Southern California Air Quality Management District (AQMD)
- Port of Los Angeles and Long Beach representatives

Resource Presentations

In addition, the Committee requested that the COG arrange for the following resource presentations to the Committee:

- State legislation and legislative remedies
- Alternative fuels
- Regulatory processes and opportunities

Additional Documentation

The Committee requested that the COG provide the following additional resource documents prior to the next Tier Two meeting:

- The five alternatives considered by the Oversight Policy Committee in Spring of 2003
- Environmental Justice Guidelines

Next Meetings

The Committee determined that the majority of members would prefer the following meeting dates:

- Thursday, February 26
- Thursday, March 11
- Thursday, March 25 (if needed)

All meetings will be held starting at 6:30 p.m. and ending at 9:00 p.m.

Public Comment

One public comment concerning the need for environmental justice awareness was received.

Adjournment

The meeting adjourned at 9:15 p.m.

**TIER II COMMUNITY ADVSORY COMMITTEE
FOR THE I-710 MAJOR CORRIDOR STUDY
Tuesday, February 3, 2004**

**Progress Park
15500 Downey Avenue, Paramount, California**

SIGN-IN SHEET

| NAME | SIGNATURE |
|-------------------------|--|
| 1. Glenna Amos | <i>Glenna Amos</i> (email) glamos@oldora.com |
| 2. Harold Arsenian | <i>Harold Arsenian</i> (E-mail) Harold.Arsenian@ATMail |
| 3. Ed Avol | <i>Ed Avol</i> (email) edovol@usc.edu |
| 4. Hamid Bahadori | <i>Hamid Bahadori</i> (E-mail) haham@caltech.edu |
| 5. Gerald Burgess | <i>Gerald Burgess</i> (E-mail) burgess_g@compton.edu |
| 6. Victor Caballero | <i>Victor Caballero</i> (E-mail) VCABALLERO@FIESTAVALLEY.COM |
| 7. Malcolm Carson | <i>Malcolm Carson</i> (mail) (email) |
| 8. Louis Diaz | <i>Louis Diaz</i> (MAIL) |
| 9. Clifford Dunbar | <i>Clifford Dunbar</i> |
| 10. Bob Eula | <i>Bob Eula</i> |
| 11. Belinda Faustinos | <i>Belinda Faustinos</i> (email) bfaustinos@me.com |
| 12. Larry Galvan | <i>Larry Galvan</i> (E-MAIL) |
| 13. Steve Goodling | <i>Steve Goodling</i> (E-MAIL) |
| 14. Fernando Guerra | <i>Fernando Guerra</i> |
| 15. Francisco Gutierrez | <i>Francisco Gutierrez</i> |
| 16. Patricia Herrera | <i>Patricia Herrera</i> (mail) |
| 17. Alan Hose | <i>Alan Hose</i> (mail & phone call) |
| 18. Randy Kendrick | <i>Randy Kendrick</i> (email) rkendrick@csulb.edu |
| 19. Joseph Magaddino | <i>Joseph Magaddino</i> (email) |
| 20. Domenick Miretti | <i>Domenick Miretti</i> |
| 21. Elisa Nicholas | <i>Elisa Nicholas</i> |
| 22. Harold Omel | <i>Harold Omel</i> (E-MAIL) AOL.COM |
| 23. Servando Ornelas | <i>Servando Ornelas</i> (E-MAIL) |
| 24. Bill Pagett | <i>Bill Pagett</i> (E-MAIL) bpagett@Paramount.ca.gov |
| 25. Noel Park | <i>Noel Park</i> (E-MAIL) |
| 26. Ray Park | <i>Ray Park</i> (E-MAIL) |
| 27. Luis Romero | <i>Luis Romero</i> (E-MAIL) LROMERO@LAUSD.K12.CA.US |
| 28. Patty Senecal | <i>Patty Senecal</i> (E-MAIL) psenecal@TRANS |
| 29. Richard Slawson | <i>Richard Slawson</i> |
| 30. Harold Tseklenis | <i>Harold Tseklenis</i> (E-MAIL) |
| 31. Linda Vitale | <i>Linda Vitale</i> |
| 32. Rod White | <i>Rod White</i> (mail) |
| 33. Harold Williams | <i>Harold Williams</i> (E-mail) |
| 34. Charles Woo | <i>Charles Woo</i> |

**I-710 Major Corridor Study
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #2**

Thursday, February 26, 2004
6:30-9:00 p.m.
Teamsters Building Auditorium
3888 Cherry Avenue
Long Beach, California

AGENDA

| | | | |
|------------------|------|--|---|
| 6:30 – 6:35 p.m. | I. | Introductions and Roll Call by Self-Introduction | Pat McLaughlin, MIG |
| 6:35 – 6:40 p.m. | II. | Overview of Agenda | Pat McLaughlin |
| 6:40 – 7:00 p.m. | III. | Resource Presentations <ul style="list-style-type: none">• Alameda Corridor• Shipping Trends | ACTA (invited) Joe Maggadino |
| 7:00 – 7:10 p.m. | IV. | Recap of February 3 Tier 2 Meeting <ul style="list-style-type: none">• Approval of Meeting Summary | Pat McLaughlin |
| 7:10 – 8:40 p.m. | V. | City and Corridor Issues and Opportunities <ul style="list-style-type: none">• Issues and Opportunities - Individual City/Tier 1 Representatives• Committee Commentary• Emerging Opportunities• Identification of Additional Information and Facts Needed | Committee Members (Facilitated by Sam Gennawey, MIG) |
| 8:40 - 8:55 p.m. | VI. | Public Comment | |
| 8:55 – 9:00 p.m. | VII. | Summary and Next Steps | Sam Gennawey Pat McLaughlin |

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
MEETING #2 SUMMARY
FEBRUARY 26, 2004**

INTRODUCTIONS AND REVIEW OF AGENDA

Facilitator Pat McLaughlin of MIG opened the meeting and asked Tier 2 Committee members to introduce themselves, including the city or organization they represented. She reviewed the agenda and introduced the evening's two resource presentations – Dr. Joe Maggadino of Cal State University Long Beach and Art Goodwin of the Alameda Corridor Transportation Authority and author of the Q&A document included in the Committee's agenda packet.

RECAP OF FEBRUARY 3, 2004 TIER 2 MEETING AND APPROVAL OF MEETING SUMMARY

Ms. McLaughlin briefly reviewed the outcomes from the Tier 2 meeting. Two representatives of the Committee expressed concerns that the meeting notes did not adequately reflect the strength and nature of comments on certain issues – most notably health issues. The Committee deferred approval of the meeting notes to the March 11 Committee meeting to allow MIG to amend them and add comments submitted by the Committee.

ISSUES AND OPPORTUNITIES DISCUSSION

Ms. McLaughlin introduced Sam Gennaway from MIG as the discussion facilitator for the evening. Mr. Gennaway reviewed the objectives for the discussion, which were:

- Document all of the issues along the I-710 corridor by individual City and corridorwide
- Determine commonalities of issues and begin discussion of potential opportunities, leading to the next meeting's discussion of common views of opportunities and solution, along with identification of differences.

He stated that cities would be called on in alphabetical order to outline their issues and opportunities and that the expert and interest group representatives on the Committee would then be asked to give their perspective on issues. Following is a synopsis of individual and common issues raised, along with potential opportunities.

City of Bell

Not present

City of Bell Gardens

- The three greatest concerns expressed by community members have been:
 - Health and air pollution
 - Safety
 - Property acquisition
- Congestion on arterials from neighboring cities is also a significant concern
- Trucks do not adhere to designated routes – enforcement is needed
- Speed limits should be enforced
- There is concern about impacts on the City's park and casino

- Landscaping is needed along the freeway

City of Carson

- What the 710 is to Long Beach, the 110 is to Carson
- The Alameda Corridor causes problems for the City
- The potential bridge extension is a concern
- Too much truck traffic causes air and noise pollution
- Traffic on Alameda Boulevard impacts residents

City of Commerce

- Pollution and health impacts are the #1 concern
- The 710 and Interstate 5 improvements threaten homes and parks, which are already in short supply in the corridor
- Commerce and the area are becoming an intermodal hub, causing a whole range of problems: light and noise, safety, impacts on land and impacts on the local economy
- Rail yards are full to capacity
 - Access causes congestion. Atlantic/Bandini need to be reconfigured.
 - Washington Boulevard is backed up with trucks past Slauson

City of Compton

- There is a lot of concern with the human impact of the 710 corridor
- There is a housing crisis and displacement and taking of homes is making the situation worse
- The impact to businesses will “run down” our community
- Sound barriers are needed
- Compton Creek is a resource that needs to be considered
- Overall, natural resource impacts, including urban runoff, are concerns
- There is impact beyond the 710 – for example, what happens to the 91 corridor?
- Safety is a concern for our residents
- The impact to arterials if there are improvements to the freeway
- The economic benefits to the corridor communities need to be addressed

City of Cudahy

- The 710 has a negative impact on the community
- Use of the Alameda Corridor is a concern – we do not understand why it has not met public expectations

City of Downey

- Health impacts are a concern
- There is no access to the City of Downey from the West
- Cut through truck traffic causes safety and congestion problems

Community of East Los Angeles

- Homes and business should not be taken
- The 710 has a negative impact on Brooklyn and Cesar Chavez

- The 3rd Street exit should be changed so that a hard right is made on 3rd.
- Land acquisition that was planned moves the freeway closer to homes
 - There are already too many community facilities close to the freeway
- Air quality and health are great concerns and should be addressed through alternative fuels and enforcement
- Enforcement of the speed limit is lacking
- Goods movement should be diverted to other ports
- Policies should encourage 24/7 port operation
- Policies should encourage use of the Alameda Corridor
- Provide local businesses with incentives to accept delivery during non-peak hours
- Any expansion to I-710 would create a bottleneck at ELA

City of Huntington Park

Not present

City of Long Beach

- Health is the #1 concern
 - This includes noise impacts
- The #2 issue is preservation of homes
- Port expansion is a concern to citizens. Improvement to the 710 could enable the Port to expand further
- Some solutions to pollution are:
 - Decrease the idling of ships and implement a clean ship policy
 - Reduce truck and auto emissions
- Inspection is spotty at the ports, which impacts security
- Refineries create a plume from the ports
- Aesthetics of the corridor should be improved.
- Long Beach is developing design concepts which should be incorporated
- San Pedro and Wilmington are impacted by ports and 710 Freeway issues and these impacts should be considered

City of Lynwood

- Concerns were submitted at the last meeting (*note: a copy of the summary is attached*)
- Health is the #1 issue
- Safety and community impacts are also concerns.
- Access to our city is an issue – there is only one way from the 105 freeway
- A light rail line should be part of any improvements to the freeway

City of Maywood

Not Present

City of Paramount

Not Present

City of South Gate

- Health is a large concern
- Ancillary roads are in poor repair:
 - Garfield
 - Alameda
 - Lakewood
 - Firestone
- Signals should be synchronized
- The Metro Rapid idea should be applied to trucks
- Port expansion can have negative effects on cities
- Balance economic development is needed – warehouse industries are not the best businesses for our community
- It is important to pay attention to aesthetics, which are important to keep and attract residents

City of Vernon

- Railyards are eating up property
- Parking lots do not equal jobs
- Trucks should be required to have clean fuels
- There should be dedicated truckways into railyards – BNSF and UP should be at the table
- There should be a near-dock intermodal facility
- The Ports should have 24/7 operations
- The City's issues, raised in numerical order are:
 1. Dedicated truck lanes
 2. Near dock state of the art intermodal facility
 3. Reconfiguration of Atlantic and Bandini
 4. Heavy impact on Washington Blvd.
 5. Need for an exit at Slauson
 6. 24/7 port operations with goods movement from harbor to intermodal facilities from 11-4 AM
 7. Too many warehouses as a result of growing imports
 8. The inter modal facility at the USAF site at Bandini and Atlantic

ISSUES IDENTIFIED BY EXPERT AND INTEREST GROUP REPRESENTATIVES

The expert and interest group representatives were asked to provide their insight on issues that had been raised – and any additional issues that needed to be considered by the committee as a whole. The following is a synopsis of these observations by category:

Rivers, Watersheds and Open Space

- Runoff and watershed health need to be addressed
- Permeable surfaces should be retained
- The 710 should be viewed as a way to increase open space with the Los Angeles River, including bikeways and pedestrian access
- Improvements should create linkages with open space and river property
- Schools, parks and open space are scarce and important resources for communities and children in the corridor – special care should be placed on protecting them.

Community Engagement and Committee Process

- There should be meaningful participation in the 710 corridor
 - There is concern with a consultant-run process
 - The group should move forward, not continue to just re-iterate issues discussed at the last meeting
- The ports should be at the Committee meetings
- There are global issues such as the changing economy, increase in imports and pollution that are not solvable by simply addressing them via 710 Freeway improvements or port restrictions. The Committee should also focus on more immediate, implementable improvements such as safety barriers, traffic and neighborhood intrusion of trucks.
- Set long term goals and develop immediate solutions to address congestion
- This is a corridor. As such, we should improve transit access as well.

Health Impacts

- The #1 issue is air quality and health
- Widening the freeway only brings it closer to homes, schools and parks, exacerbating the problem
- There should be a policy to deal with the impacts before expanding the freeway: health, air quality, the community
- Health costs should be calculated and their offset on economic benefits should be measured
- Polluters should be required to subsidize community and health programs required as a result of their pollution
- The pollution issues is national – there needs to be action in Washington, D.C on aggressive pollution reduction strategies
- Clean fuel initiatives should include trucks, trains and ships
 - All vehicles are polluters
- California vehicles are not the largest part of the problem – vehicles from other states and nations are a large part of the problem
- Truck replacement is a start but we need to accelerate it
- Health impacts of moving from the freeway to arterials should be considered
- Noise is a considerable issue corridor wide

Jobs and Economic Development

- Impact on jobs from warehousing and imports is a significant negative
- We should require companies who locate here to employ here
- There is a question as to whether this shift to warehousing and distribution is a sustainable economy.
- We need to determine the net impact of international trade on communities – is it a positive or a negative?
- There are significant “upstream impacts” of port expansion to accommodate the increase in imports – specifically, replacement of manufacturing with warehousing
- The corridor is very important to the economic health of the City of Long Beach. The perception of accessibility to the larger Los Angeles urban area is key.

Public Policy

- NAFTA has created the need for more cross-border controls
- There is an issue of whether to accommodate the growth or prevent it
- One argument is that trucks will continue to move goods with or without imports into the ports.
- Alternative locations for imports will merely change the direction of flow – it is currently from the port to Los Angeles and national consumers. Stemming port growth will only change some of the flow from the Inland Empire into the Los Angeles area
- One opportunity is to re-direct trans-ship containers
- Policies for implementation with the corridor include:
 - 24/7 Port operation
 - Use caps on the Alameda Corridor
 - Alternate parking for trucks
 - Labor policies

Other Issues for Consideration

- East-west and north-south arterials are part of the 710 Plan
- Signal synchronization is being implemented and should be complete within the 5-year timeframe.
- Homeland security at the ports is a concern

PUBLIC COMMENT

One public comment was received.

MEETING CONCLUSION

The meeting concluded at 9:15 p.m. The next two meetings are scheduled for Thursday, March 11 and Thursday, April 1 at 6:30 p.m. in the Teamsters Building Auditorium.

**TIER II COMMUNITY ADVISORY COMMITTEE
FOR THE I-710 MAJOR CORRIDOR STUDY
Thursday, February 26, 2004**

Teamsters Local 848
3888 Cherry Avenue, Long Beach

SIGN-IN SHEET

| NAME | SIGNATURE |
|-----------------------|-------------------------|
| 1. Glenna Amos | <i>Glenna Amos</i> |
| 2. Harold Arsenian | <i>Harold Arsenian</i> |
| 3. Ed Avol | <i>Ed Avol</i> |
| 4. Hamid Bahadori | <i>Hamid Bahadori</i> |
| 5. Gerald Burgess | |
| 6. Victor Caballero | |
| 7. Malcolm Carson | <i>J.M. Carson</i> |
| 8. Roberto Chavez | <i>Roberto Chavez</i> |
| 9. Louis Diaz | <i>Louis Diaz</i> |
| 10. Clifford Dunbar | <i>Clifford Dunbar</i> |
| 11. Bob Eula | <i>Bob Eula</i> |
| 12. Belinda Faustinos | PRESENT |
| 13. Larry Galvan | <i>Larry Galvan</i> |
| 14. Steve Goodling | <i>Paulina Mason</i> |
| 15. Fernando Guerra | |
| 16. Patricia Herrera | |
| 17. Alan Hose | <i>Alan Hose</i> |
| 18. Randy Kendrick | |
| 19. Angelo Logan | <i>Angelo Logan</i> |
| 20. Joseph Magaddino | <i>Joseph Magaddino</i> |
| 21. Domenick Miretti | <i>Domenick Miretti</i> |
| 22. Elisa Nicholas | <i>Elisa Nicholas</i> |
| 23. Harold Omel | |

Tier II Community Advisory Committee for the I-170 Major Corridor Study
 February 26, 2004
 Sign-in Sheet Continued.

| | <u>NAME</u> | <u>SIGNATURE</u> |
|-----|------------------|-------------------------|
| 24. | Servando Ornelas | <i>Servando Ornelas</i> |
| 25. | Bill Pagett | <i>Bill Pagett</i> |
| 26. | Noel Park | <i>Noel Park</i> |
| 27. | Ray Park | <i>Ray Park</i> |
| 28. | Luis Romero | |
| 29. | Patty Senecal | <i>Patty Senecal</i> |
| 30. | Richard Slawson | |
| 31. | Harold Tseklenis | <i>Harold Tseklenis</i> |
| 32. | Linda Vitale | <i>Linda Vitale</i> |
| 33. | Rod White | <i>Rod White</i> |
| 34. | Harold Williams | |
| 35. | Charles Woo | |

OTHER ATTENDEES:

| | <u>NAME</u> | <u>SIGNATURE</u> |
|-----|-------------------------------|------------------|
| 1. | <i>ED TERRIS for Servando</i> | <i>Ed Terris</i> |
| 2. | | |
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**I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #3**

Thursday, March 11, 2004
6:30-9:00 p.m.
Teamsters Building Auditorium
3888 Cherry Avenue
Long Beach, California

AGENDA

- | | | | |
|------------------|------|--|----------------------|
| 6:30 – 6:35 p.m. | I. | Introductions and Roll Call by Self-Introduction | |
| 6:35 – 6:40 p.m. | II. | Review and Approval of Meeting #1 Summary, as Amended and Meeting #2 Summary | |
| 6:40 – 6:45 p.m. | III. | Process Overview and Next Steps | Sam Gennawey, MIG |
| 6:45 – 7:00 p.m. | IV. | Review, Confirmation and Outline of Issues Defined at February 26 Meeting <ul style="list-style-type: none">• Health & Air Quality• Safety• Jobs and Economic Development• Congestion & Mobility• Design Concepts• Community Impacts and Enhancements• Other | Sam Gennawey, MIG |

7:00 – 8:30 p.m. V. Review and Discussion of Ideas & Opportunities: Proposals to Date and Additional recommendations Proposed by Committee

- Health & Air Quality
- Safety
- Jobs and Economic Development

8:30 – 8:45 p.m. VI. Public Comment

8:45 – 9:00 p.m. VII. Meeting Recap and Next Steps

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

***I I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
MEETING #3 SUMMARY
MARCH 11, 2004***

INTRODUCTIONS AND REVIEW OF THE AGENDA

The third meeting of the Tier 2 Community Advisory Committee Meeting was held on Thursday, March 11, 2004 at the Teamsters Building Auditorium in Long Beach. Facilitator Sam Gennawey, of Moore Iacofano Goltsman, Inc., opened the meeting at 6:30 p.m. by welcoming participants and asking them to introduce themselves and state the city or organization they represent. Mr. Gennawey then reviewed the agenda with the group. The following resource persons were introduced: Jerry Wood, Engineering Consultant, Gateway COG; California Highway Patrol Officers Morrison and Howard; T.L. Garrett, Port of Los Angeles and Kerry Cartwright, Port of Long Beach; Richard Hollingsworth, Gateway Cities Partnership; Carol Gomez, AQMD; and Mario Gutierrez, California Department of Transportation.

REVIEW AND APPROVAL OF FEBRUARY 3, 2004 TIER 2 MEETING SUMMARY

Mr. Gennawey reviewed the first meeting's summary with the committee. It was suggested that the summary be amended as follows: Under the issue "Pollution from diesel emissions" the opportunity, "Increase inspections and oversight of polluting trucks", should be included as an additional bullet. All of the opportunities enumerated would then relate to both issues listed, "Pollution from diesel emissions," and "Damage to health from emissions".

REVIEW AND APPROVAL OF FEBRUARY 26, 2004 TIER 2 MEETING SUMMARY

The Committee then reviewed the summary from the second meeting. It was recommended that the summary be amended to include the name of Belinda Faustinos, who was in attendance on February 26, 2004 but did not appear as present on the sign-in sheet.

MEETING DISCUSSION

Mr. Gennawey reviewed the categories that the Committee would use to create a framework, or outline, for their recommendations for resolving key issues and concerns. The group concurred with the first six categories of issues (see Issues Categories below). Members then recommended adding two more categories, Noise and Decision-making Process. They further concurred that the category of Community Impacts, Enhancements and Quality of Life would include issues relating to open space and that Health and Air Quality would include dust and certain noise impacts, although the issue of noise was significant enough to warrant a separate category.

ISSUE CATEGORIES

1. Health and Air Quality (includes dust)
2. Safety
3. Jobs and Economic Development
4. Congestion and Mobility
5. Design Concepts
6. Community Impacts, Enhancements and Quality of Life (Open Space will be included in this category)
7. Noise

8. Decisionmaking Process: Roles, Involvement, and Environmental Justice

Mr. Gennawey then facilitated the discussion, which began with the committee's top priority issue, Health and Air Quality.

HEALTH AND AIR QUALITY

The Committee began with a discussion of aspects of the issue that should be emphasized. These included:

- Health impacts of pollution on children, particularly those who attend schools and day care centers located along the corridor.
- The health community is increasingly concerned that a large number of very small particles of pollutants can enter the respiratory system and lead to damage to the cellular system.
- Focus of the committee's efforts should be on reduction of pollution; too much emphasis is placed on "no net increase."
- An overall public policy question, "How much the L.A. basin carry?" should be addressed.
- It is important to create a baseline to determine an accurate measure of the level of pollution.
- Root causes of pollution include Port expansion and the increase in the amount of imported goods.
 - There is an overall increase in truck traffic as a result of increased imports and shipping.
 - All transportation corridors are impacted.
- Federal action is needed to enact legislation to address pollution.
 - Some have observed that the Southeast Los Angeles does not comply with Federal Standards for Air Quality.
- Overall reduction of truck and shipping pollutants is needed for all modes, including:
 - Trucks
 - Equipment
 - Trains
 - Boats and Ships
- Hidden costs, including negative health effects, are currently paid for by taxpayers – and by communities along the corridor.
- If 24/7 is adopted, it is important to ensure Port efficiency so that trucks can move in and out quickly.
 - The trucking industry supports 24/7 under these conditions.

Potential Opportunities, Strategies and Solutions

Mr. Gennawey facilitated, and Paul Tuttle of MIG graphically recorded, the Committee's identification of potential opportunities, strategies and recommendations to address the Health and Air Quality issue.

Impact Analysis

- Define mass and type of particulates that need to be reduced and measure the sources.
- Conduct a study of level of impacts from increased trucking and shipping.
- Direct funds for a study of the feasibility of handling increased goods coming to into the Ports of Long Beach and Los Angeles before determining improvements
 - Study alternatives to reduce imports into the community and the Port.

- Develop long-term measures to deal with impacts.
- All EIR studies should include:
 - Emission impacts of all modes of transportation, including trucks, buses, rail and yard equipment
 - Impacts on school children riding buses on public thoroughfares
 - Impacts on all schools, daycare and public facilities serving children within ¼ mile of the I-710

Management and Enforcement

- Use enforcement (such as penalties), inspections, and incentives to control emissions:
 - First, identify the baseline
 - Implement measures to comply with existing standards
 - Determine the levels of overall reduction that is required
 - Ensure actual reduction, not just “no net increase”
 - Since the issue requires controls beyond the local level, state and federal legislation is needed.
- Require ships to use electrical power when in port.
- Infrastructure Improvements
- Install permanent monitoring stations to measure truck and train emission levels. (Current temporary stations provide inadequate and inconsistent levels of information).
- Implement road improvements.
 - Improve road surfaces
 - Improve roadway alignment

Alternative Fuels

- Make the use of alternative fuels a priority.
 - Reduce use of out-of-state fuel.
 - Couple this strategy with efficiency and alternative fuel requirements.
 - Implement Federal rules identified under MATES II to control trucks.
- Establish a fund that all truckers or shippers must pay into, with funds repaid in the form of rebates, to those who adopt the use of clean air engines for vehicles.
 - Ensure that this program accomplishes the goal of decreasing pollution rather than a pay-to-pollute program.

Fleet Modernization

- Continue programs to upgrade trucks, such as the Fleet Modernization Clean Air Program.
 - Require that only 1993 and newer trucks be used at the Port.
 - Extend programs to retrofit engines of trucks produced before 1984 retrofit engines of trucks produced through 1984, if possible.

Fees and Incentives

- Include incentives to change vehicle operations. Consider modeling a fee or tax rebate structure after the one used for recycling fees.
- Levy fees on containers to fund air quality improvements and hidden costs:
 - Health care

- Alternative fuels
- Construction of I-710 infrastructure
- Beautification of the corridor, including tree-planting to help improve air quality
- Allow fees and revenues to stay local to deal with area impacts.
- Address current barriers in foreign trade policy (e.g. taxes not allowed) and re-interpret as port fees.
- Require that all vehicles, trucks, ships and trains serving the Port use clean-burning fuel engines.
 - If an incremental approach is used, start with requiring bio-diesel fuel.

Legislative and Policy Actions

- Support pending Bills in the Transportation Committee:
 - AB 2041 (Amend to make sure money stays local, and, in particular, is earmarked for 710 corridor communities)
 - AB 2042 (Zero net increase in air pollution for any expansion at the ports)
 - AB 2043 (Maritime Task Force)
- The Committee should lobby elected officials, at both local and federal (Congressional) levels to implement legislation that funds programs to alleviate air pollution.
 - Get the community involved so that they can advocate for needed legislation.

Conditions for Approval of Improvements

The Committee discussed a further recommendation that conditions for approval be attached to future expansion of the I-710, specifically making approval of new I-710 improvements contingent on first installing measures to reduce air quality impacts. Other Committee members expressed concern that, given the long lead time for planning and designing major capital improvements, that consideration be given to initiation of planning and design while air quality improvements were still being implemented.

AIR QUALITY REPORT

Carol Gomez, of the AQMD, described the MATES II study. The study provided the basis to implement truck rules and regulations to help alleviate the most heavily polluted areas in the LA basin, including the I-710 corridor communities.

QUESTION & COMMENTS

A committee member asked whether air quality of southeast LA is out of compliance with federal standards. Ms. Gomez stated that she would get the answer to the question and that it would be supplied at the next meeting.

HIGHWAY SAFETY

Richard Powers, of the Gateway Cities Council of Government, provided a presentation of Safety Initiatives adopted and promoted by the Oversight Policy Committee (OPC) and currently being implemented. Mr. Powers indicated that these initiatives had been developed subsequent to an I-710 safety workshop sponsored by the OPC in which Caltrans and the California Highway Patrol (CHP). He described the progress on the six elements of the recommendations.

1. Public education and awareness
 - Materials are being produced.

2. Enhanced enforcement
 - CHP has stepped up targeted enforcement
3. Concrete median barriers
 - Caltrans has funding to install concrete median barriers along the entire length of the freeway; these will be installed in phases.
4. Truck inspection facilities
 - Design concepts are being developed.
5. Technology approaches
 - These are designed to improve traffic flow and also reduce emissions through real-time information.
6. Improve infrastructure
 - Specific safety-related design improvements are being identified as part of the current I-710 Major Corridor Study.

Potential Opportunities, Strategies and Solutions

In discussion of potential opportunities, strategies and recommendations to deal with the issue of Safety, the Committee expressed support for safety improvements recommended by the OPC and made the following additional recommendations:

Impact Analysis

- Explore the rate structure and business models of trucks leaving ports, to learn more about potential obstacles for compliance with safety standards.

Management and Enforcement

- Limit truck traffic during peak hours.
- Increase enforcement of autos, specifically reduction of speeding.
- Target enforcement of car drivers, who are more likely to cause accidents than truck drivers.
- Meter truck movements out of the Ports to control the flow of trucks onto the freeway.

Infrastructure Improvements

- Increase the height of median barriers to achieve a twofold objective: increased protection and decreased slowing to view accidents.
- Separate trucks from cars.
- Consider building elevated roadways or truck lane in the riverbed.
 - However, the riverbed should be kept and improved as an open space river corridor, to increase green space as much as possible.
- Improve lighting and signage.
- Provide sound walls to reduce noise impacts to neighborhoods.
- Improve infrastructure, particularly off-ramps, shoulders, etc. Specific areas include:
 - The I-105/710 interchange
 - Atlantic Boulevard
 - Lynwood Avenue
 - Washington Boulevard/710 Interchange.
- Eliminate unnecessary off-ramps.
- Implement diamond rather than cloverleaf interchanges.

- Re-surface the I-710.

Operational Improvements

- Expand Big Rig Tow program. (A demonstration program to get disabled trucks off freeway as quickly as possible).
- Increase efforts to re-route traffic when freeway segments are shut down.
- Synchronize lights on Alameda and all major thoroughfares.
- Turn off CHP patrol car lights to limit rubbernecking.

Fees and Incentives

- Provide incentives to encourage more people use public transportation.
 - MTA should have an opportunity to discuss their efforts to improve and encourage the use of public transportation.
- Secure funding to implement the median barriers by 2007.
- Install a meter system (similar to the on-ramp metering) to control trucks coming out of the port along with incentives or penalties to support the system.
- Extend support for a truck replacement program to get newer and safer trucks.
 - Revise the rate structure to support truck upgrades.

PUBLIC COMMENTS

Mr. Gennaway noted that several members of the public had submitted requests to speak. Comments and suggestions presented were:

Julia Asmus, Ron Hoyt (Bell Gardens residents)

- There should be no expansion or property takes for freeway improvements

Ron Hoyt

- Autos and trucks going to the port on I-710 cause problems. In the short-term:
 - Restrict all 3-axles vehicles to night hours only
 - Restrict 18-wheel trucks from using the I-710 during rush hours
 - Port operations should be extended 24-7
 - Increase enforcement of speed limits and trucks inspection.
- In the long-term:
 - Use DWP right-of-way along the riverbed for expansion
 - Relocate power lines in Bell Gardens area to allow use of the riverbed
 - Implement a (future-oriented) automated conveyor system to transport trailers to rail yards

Clara Solis

- Freeway exits should be improved on residential streets to reduce speeds. Improvements should include speed bumps, double fines for speeding in residential neighborhoods and implementation of regular monitoring systems.
- Conduct additional education for car drivers should be educated about how long it takes trucks to stop; consider using comic strips.

Miguel Rodriguez

- Health studies should look at 1-mile radius impacts along the corridor and prevailing winds should be taken into account.

Tier 2 Committee Member Comments

- Dr. Avol noted that at 100 meters (about 1/8 of a mile) concentration of particles drops off to ambient levels. Schools and daycare centers are at higher risk, based on the proximity. There is little benefit in going beyond 100 meters for specific corridor measurements.
- Mr. Carson noted that Dr. Ed Blakely, urban planning professor at Berkeley, has developed drawings of a conveyor system for the Port of Oakland. He suggested that staff locate the drawings.

JOBS AND ECONOMIC DEVELOPMENT

Richard Hollingsworth, economic development for Gateway COG, made a presentation regarding Jobs and Economic Development. Mr. Hollingsworth began by stating that his professional role is to help ensure sustainability for the area by examining three aspects: 1) the economy, 2) the environment, and 3) equity. He made the point that excessive use of the freeway is fueled by population growth among the area's residents, as well. Port growth is not the only factor. He suggested that the Committee consider the following questions:

- How much larger do we want to get?
- What kind of transportation hub do we wish to be?
- What do we wish to be in the future?

Mr. Hollingsworth stated that pollution absolutely must be addressed; he pointed out that the jobs provided by the logistics industry fit the education level of the majority of people who live in communities surrounding the I-710, and that those entry-level jobs provide opportunities for advancement into middle class income levels. However, the real costs of providing those jobs are not borne by the logistics industry, including hidden costs such as damage to health, lost productivity due to congestion.

Mr. Hollingsworth suggested that the Tier 2 Committee needed additional economic data to make wise decisions. He suggested that a cost-benefit analysis be conducted in the next phase to determine the true costs of balancing the elements of the economy, the environment, and equity. Through the cost-benefits analysis, it would be possible to accurately highlight the costs that this region is paying for benefits that other less-impacted areas—including the entire nation--enjoys.

COMMITTEE COMMENTS

The Committee concluded with additional comments under Jobs and Economic Development

- These are global and nationwide issues that other ports throughout the county and world are dealing with.
- A breakdown of jobs created by the logistics industry for each city, area/location is needed.

MEETING CONCLUSION

The meeting ended at 9 pm. The next meeting is scheduled for April 1, 2004. Mr. Gennaway stated that the next meeting would begin with a discussion of potential opportunities and solutions under

Jobs and Economic Development and would also identify potential opportunities and solutions under other areas identified by the Committee.

**I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #4**

Thursday, April 1, 2004
6:30-9:00 p.m.
Teamsters Building Auditorium
3888 Cherry Avenue
Long Beach, California

AGENDA

- | | | | |
|------------------|------|--|----------------------|
| 6:30 – 6:35 p.m. | I. | Introductions and Roll Call by Self-Introduction | |
| 6:35 – 6:40 p.m. | II. | Review and Approval of Meeting #3 Summary | |
| 6:40 – 6:45 p.m. | III. | Process Overview and Next Steps | Sam Gennawey, MIG |
| 6:45 – 8:30 p.m. | IV. | Review and Discussion of Ideas & Opportunities: Proposals to Date and Additional Recommendations Proposed by Committee: <ul style="list-style-type: none">• Jobs and Economic Development• Noise• Congestion & Mobility | Sam Gennawey, MIG |
| | | Additional Topics for Discussion, As Time Permits: <ul style="list-style-type: none">• Community Impacts, Enhancements and Quality of Life, Including Open Space• Design Concepts• Processes for Decisionmaking: Environmental Justice, Roles and Future Involvement | |
| 8:30 – 8:45 p.m. | VI. | Public Comment | |
| 8:45 – 9:00 p.m. | VII. | Meeting Recap and Next Steps | |

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS

MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850.
NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE
THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE
ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

***I I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
MEETING #4 SUMMARY
APRIL 1, 2004***

INTRODUCTIONS AND REVIEW OF THE AGENDA

On Thursday, April 1, 2004, the fourth meeting of the Tier 2 Community Advisory Committee Meeting was held at the Teamsters Building Auditorium in Long Beach. Sam Gennaway, facilitator, of Moore Iacofano Goltsman, Inc., opened the meeting at 6:30 p.m. He welcomed Tier 2 Committee Members. They introduced themselves and the city or organization they represent. Members present were Glenna Amos, Harold Arsenian, Ed Avol, Hamid Bahadori, Malcolm Carson, Roberto Chavez, Louis Diaz, Clifford Dunbar, Bob Eula, Belinda Faustinos, Larry Galvan, Angelo Logan, Joseph Magaddino, Domenick Miretti, Clara Solis, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Harold Tseklenis, and Rod White. Mr. Gennaway reviewed the agenda with the group and then introduced the following members of the audience who were attending as resources persons: Jerry Wood, Engineering Consultant, Gateway COG; Richard Hollingsworth, Gateway Cities Partnership; Art Goodwin, Alameda Corridor Transportation Authority; La Donna DiCamillo, BNSF Railway; Kerry Cartwright, Port of Long Beach and Carol Gomez from the AQMD.

REVIEW OF MARCH 11, 2004 TIER 2 MEETING SUMMARY

After reviewing the third meeting's summary, committee members suggested the following revisions:

- On page 2 in the discussion of "Health and Air Quality" the fourth bullet should state: *Two overall public policy questions should be addressed, "How much traffic can the I-710 carry? And how much can the LA basin bear in terms of the correlated environmental impacts?"*
- On page 2, in the section of Impact Analysis, the third bullet should read: *Before improvements are determined, a study should be conducted to determine the physical and environmental impacts of the increased goods movement that is projected for the Ports of Long Beach and Los Angeles.*
 - *Study the feasibility of alternative entry points for imported goods.*
- On page 3, in the discussion of "Alternative Fuels," under the bullet "Make the use of Alternative Fuels a priority", there should be another bullet added: *The use of alternative fuels must become mandatory as a condition for I-710 improvements to proceed.* Also, it was recommended that the third sub-bullet be revised to state: *Implement federal rules identified in the MATES II report to help improve air quality.*
- On page 4, the last bullet in the section "Fees and Incentives" should be amended to state: *Require that all vehicles, trucks, ships and trains serving the Port and using the I-710 use clean-burning fuel engines.*
- On page 4, in the paragraph entitled "Conditions for Improvements," the sentence should state: *The committee discussed a further recommendation that conditions for approval be attached to future expansion of the I-710, specifically making approval of new I-710 improvements contingent on first*

developing a plan to reduce air pollution to below current levels and implementing measures to reduce air quality impacts.

Page 4 AIR QUALITY REPORT –members asked us to clarify the intent of MATES II. We need to refer to AQMD.

- On page 5, the fourth bullet in the section “Infrastructure Improvements,” should be revised to state: *Improve lighting and the size of signage.*
- On page 7, in the section Tier 2 Committee Member Comments, the first sentence should be revised to state: *Dr. Avol noted that although, at 100 meters (about 1/8 of a mile) concentration of particles drops off to regional levels, schools and daycare centers that are in close proximity to the I-710 corridor remain at higher risk. He cautioned that, due to dispersion, measurements of air pollution levels taken at 100 meters or more from the I-710 may not adequately reflect the impacts.*

Mr. Gennawey started the facilitated discussion with the first item on the agenda item, Jobs and Economic Development.

JOBS AND ECONOMIC DEVELOPMENT

Mr. Gennawey recalled that the previous Tier 2 meeting had ended just after a presentation by Richard Hollingsworth, Economist and Executive Director of the Gateway Cities Partnership. Mr. Hollingsworth then briefly summarized the key points of his past presentation:

- In general, the educational attainment level of people who reside in the I-710 corridor is low. According to a corridor study, sixty to seventy percent of residents over the age of 25 do not have a high school education and the attrition rate (high school student drop-out rate) is 54%.
- There are jobs that are leaving the corridor and currently, there is no industry that can replace them.
- The area cannot attract biotech or any other type of industry.

The committee discussed the implications of the information presented by Mr. Hollingsworth and impacts to the economic health of the corridor.

- The poor air quality related to Port and logistics industry profoundly decreases the quality of life and property values.
- “Ugly” sound walls, the volume of trucks and trains, the statewide problem of aging infrastructure are conditions that have attributed to the decrease in the quality of life along the corridor communities.
- The current infrastructure in local corridor cities is not sufficient to retain high paying/professional workers.
- There is a need to reduce communities’ over-reliance on jobs that damage the quality of life by supporting the development of other industries.
- We need to look at alternatives to our current industry and look at other waterfront cities (Boston, New York, Melbourne and London) as examples of renovation.
- Since we have become an information-based economy, there is a greater divergence of income and this needs to be addressed in our corridor.

- In the past, the corridor cities have not seen an economic benefit from the goods movement industry but have had a severe impact to our quality of lives.

Potential Opportunities, Strategies and Solutions

The Committee then identified opportunities and strategies that address the economic impacts of the corridor:

- Raising education levels is an important, long-term solution.
- Develop and promote training and internship opportunities for youth and young adults
 - Urge all cities to provide opportunities for young people
 - Support collaboration between cities, Gateway COG, community colleges, and unions
 - Train students in skills needed for international trade
 - Programs should be earmarked for local residents as much as possible
- Foster adult education and vocational training programs as an alternative to colleges such as ROP and occupational training.
- Establish sustainable green economies by moving away from oil-dependent economies and creating an alternative fuel-based economy.
 - Make decreasing harmful emissions a goal of all industry
 - Support business development through funding (SBA-type loans, for example) and technical assistance, such as incubator industries for environment/retrofits. Place special emphasis on local small business development.
 - Emphasize the use of new engine (Hydrogen Fuel) technologies and fuel cell industries
 - Retrofit diesel engines to use hydrogen and other alternative fuels
 - Build the hydrogen highway
 - Provide alternative fuel stations
 - Encourage and enforce the use alternative fuels
 - Link to the 2006 nationwide fuel standards
- Promote industries that reduce pollutants
 - Set targets and goals
 - The I-710 shall become the “Green Industry Corridor”
- Develop a series of strategies that describe the type of industry that will support the corridor in the future and how much larger we want to become.
- A new industry represents an opportunity for revitalization and redevelopment of the central LA basin. Industries that offer the greatest multiplier effect and those that would improve the region’s quality of life should especially be encouraged.
- The committee needs to present the OPC a baseline number of current air quality to help set standard/target for air quality improvements.
- Place a cap on container growth, although some members expressed that such a cap would hinder economic growth and the full economic impacts should be explored before they would recommend it.

Possible Funding Opportunities

- Use container fees to help fund opportunities identified

- Education and training
- Home improvements and neighborhood improvements
- Mitigate years of environmental injustice.
- The next phase should conduct a cost/benefit analysis of the international goods movement industry. We should decide what kind of trade center we want to be.
- The Gateway Cities establish a district, such as an assessment district that could help fund education and training.

NOISE

The committee began to discuss opportunities and strategies to address noise along the corridor. Their comments are summarized below.

Truck Traffic Noise

- How will 24/7 truck traffic impact communities?
 - Special truck routes are needed through several communities.
 - Truck access should be limited through neighborhoods.
- Improve technology/retrofit old, noisy trucks.
- Prevent trucks from parking on streets.
- Prevent trucks from idling in neighborhoods.
 - Provide truck parking --with “plug-in” opportunities, where possible.
- Repaving can reduce noise 15-18%.
- Retrofit school windows with double glazed windows
- Provide new air conditions and filters for schools along freeways.
- Plant trees with big leaves to help mitigate sound (and air pollution).
- A combination of noise mitigation methods is needed, including improving technology of trucks, providing sound walls and landscaping

Funding

- Some state is available for sound walls.

Sound walls

- Sound walls are needed in all communities adjacent to the I-710 corridor..
 - Sound walls should be consistent in appearance, attractive and well designed.
 - Plant ivy on the walls to discourage graffiti.
- Provide sound walls on bridges and near schools to muffle sound and improve safety.
- Ensure that sound walls/noise abatement methods go in first on projects. If left to the end, there may not be funding available.
- Double decking equals increased noise; sound walls are therefore especially important for those communities where it may occur.

Trains

- Heavy rail is particularly noisy and difficult for communities.
(Committee members requested from the Gateway COG up-to-date information about methods to alleviate heavy rail noise.)
- The use of conveyors to transport goods would decrease noise.

PROCESS

The discussion then centered on the Process for this phase of the project. Mr. Powers, of the Gateway Cities Council of Government, explained that the study was currently in the “Issue Development Phase.” The role of the Tier 2 Committee is to define the issues and recommend strategies for addressing them. The process was intended to provide a format for discussion and to memorialize issues and strategies. Their recommendations would be compiled in a Draft Final Report to go to the Oversight Policy Committee for their review, consideration, and subsequent adoption. It would also be the responsibility of the Tier 2 Committee to identify the community issues that would be addressed in a subsequent EIR/EIS for the project. The Committee was assured that they would be provided adequate time to complete their work in a thoughtful manner. Committee members also suggested that, because the group represents a broad range of interests and can work productively, the Committee should continue to work together to resolve beyond the scope of the study.

PUBLIC COMMENTS

A member of the audience expressed this opinion:

- The City of Compton is not in favor of the Terminal Island extension as trucks that may be diverted to Alameda Street will negatively impact the city. He encouraged Committee members to bear this in mind. –Mayor Eric Perroding

MEETING CONCLUSION

After announcing that the next Tier 2 Meeting would be held on April 22, 2004, with the location yet to be determined, Facilitator Sam Gennawey concluded the meeting at 9:30 pm.

**I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #5**

**Thursday, April 22, 2004
6:30-9:00 p.m.**

**Carson Community Center
Hall A - 3 Civic Plaza
Carson, CA 90745**

AGENDA

- | | | | |
|------------------|------|---|----------------------|
| 6:30 – 6:35 p.m. | I. | Introductions and Roll Call by Self-Introduction | |
| 6:35 – 6:40 p.m. | II. | Review and Approval of Meeting #4 Summary | |
| 6:40 – 6:45 p.m. | III. | Process and Schedule Update | Richard Powers |
| 6:45 – 8:30 p.m. | IV. | Review and Discussion of Ideas & Opportunities: Proposals to Date and Additional Recommendations Proposed by Committee: <ul style="list-style-type: none">• Congestion & Mobility• Community Impacts, Enhancements and Quality of Life, Including Open Space• Design Concepts• Processes for Decisionmaking: Environmental Justice, Roles and Future Involvement | Sam Gennawey, MIG |
| 8:30 – 8:45 p.m. | VI. | Public Comment | |
| 8:45 – 9:00 p.m. | VII. | Meeting Recap and Next Steps | |

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**I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
MEETING #5 SUMMARY
APRIL 22, 2004**

INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION

On Thursday, April 22, 2004, the fifth meeting of the Tier 2 Community Advisory Committee Meeting was held at the Carson Community Center in Carson. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. He introduced Jim Dear, the City of Carson Mayor, who welcomed Tier 2 Committee Members. Mayor Dear briefly discussed the importance of this undertaking for both the economics of Carson and the people of the corridor. The committee members introduced themselves and the city or organization they represent.

REVIEW AND APPROVAL OF MEETING #3 SUMMARY

After reviewing the third meeting's summary, committee members suggested one revision: include the name of the representative from BNSF (La Donna DiCamilla) on the first paragraph of page one. The committee members approved the minutes.

MEETING DISCUSSION

Mr. Gennawey reviewed the agenda with the group and introduced the following members of the audience who were attending as resource persons: Jerry Wood, Gateway Cities COG Consulting Engineer. Mr. Gennawey started the facilitated discussion with the first item on the agenda Congestion and Mobility.

CONGESTION AND MOBILITY

During this discussion, participants offered their suggestions and recommendations for non-freeway solutions to help increase mobility and curb congestion including, synchronized signals and mass transit. There were several issue categories that committee members discussed:

ISSUE CATEGORIES

1. Impacts of Construction
2. Alternative Transit
3. Port Regulations (and the effects of "making the pipe bigger")
4. Health and Air Quality
5. Quality of Life and Safety
6. Freeway Repair and Maintenance
7. Alameda Corridor
8. Extended Port Hours
9. Federal/State/Local Policy Consistency
10. Strategic Plan
11. Process

IMPACTS OF CONSTRUCTION

- This discussion revolved around the ramifications of concurrent construction on multiple freeways. Without an adequate plan in place, congestion could drastically increase.

ALTERNATIVE TRANSPORTATION

The committee discussed the importance of encouraging alternative modes of transportation including light rail, freight rail, cycling and pedestrian travel. Several specific suggestions included:

- Build a light rail system along the I-710 corridor.
- Encourage biking and pedestrian travel by creating more bike paths and widening bridges (specifically Rio Hondo) to accommodate travel.
- The Port should extend light rail lines from Willow to the port entries to make the shipping process more efficient.
- Take trucks off the freeway by transporting more goods via rail.

PORT REGULATIONS & “EFFECTS OF MAKING THE PIPE BIGGER”

The committee members voiced concerns that this plan was not treating the causes of the problem, rather providing temporary congestion relief. Comments from committee members included:

- If this plan focuses on increasing the volume of traffic traveling through the corridor, there may be temporary relief, but it's not a permanent solution. Congestion relief strategies are very short-term solutions. If the Port's traffic is not curbed by 2025, the congestion will be just as bad, but at the expense of the corridor communities who sacrificed for highway expansion.
- This plan is a temporary reactive fix versus the proactive solution we should be aiming for. This plan has consequences for the communities along the I-710. This plan should not enable the growth of the problem.
- This plan treats the symptoms, but the real issue is not that the freeways are too small but that the ports (Los Angeles, San Diego and Long Beach) bring through more traffic than the freeway can handle. More proactive radical thinking is necessary to improve this problem.
- The Port of Los Angeles is important, but it should not operate at the expense of those living along the I-710 corridor. One member suggested an underground tunnel pathway for trucks.
- It is important to note that the Port and truck traffic has increased partly due to the increasing population demanding more goods.
- There must be limitations placed on incoming Port traffic. We need to do something that discourages Port traffic.
- Committee member suggested that all Ports should collectively develop a plan for dispersing anticipated traffic among the Ports, “sharing the wealth” and “sharing the burden.” A focus could be on west coast ports, but all ports (US, Canada and Mexico) should be considered.

HEALTH AND AIR QUALITY

- The issue of maximum operation is a concern due to negative health impacts. Noise pollution is a real problem.
- There was a suggestion to use container fees to mitigate health impacts, and reduce traffic coming through the ports. This should be agreed upon by all the west coast ports as not to push the problem on someone else.
- There is legislation on the port, I-710 and other freeways relating to air quality.
- The pollution around rail yards is extremely bad because of the 24-7 locomotive operation. This plan should mitigate locomotive and rail yard emissions..

QUALITY OF LIFE AND SAFETY

The issue of improved quality of life for residents along the corridor was a major discussion thread. Some suggestions to improve the quality of life are:

- Increase safety on the 91 freeway in Compton.
- Encourage a revitalization effort, including:
 - Increasing open space, for example converting old manufacturing plants and utility corridors,
 - Preserving wetlands,
 - Graffiti removal,
 - Redesign of chain fences,
 - Update dilapidated building/ landscaping,
 - Sound walls,
 - Growth limitation, and
 - Follow the design of the I-5 freeway in Anaheim near Disneyland.

FREEWAY REPAIR AND MAINTENANCE

The committee members raised several issues regarding repairs and comments on specific freeways.

- The freeways need to be repaved.
- Repair freeway ramps.
- Repave several Boulevards, including: Atlantic, Santa Fe, Del Amo and Long Beach Boulevard.
- Close the 710 on ramp at Washington for easier access to the 5-North.
- Add on and off ramps to the 105 freeway.
- Provide an alternative to the 710 freeway.

ALAMEDA CORRIDOR DISCUSSION

- Provide signage to let people know about Alameda Street as an alternate route to the I-710.
- Alternative uses of the Alameda Corridor have not fully been used.
- The Alameda corridor will reach capacity in 20-25 years.

EXTENDED PORT HOURS

- Through extended hours of operation, the Port could double its traffic.

- The Port is asking taxpayers to spend billions of dollars to achieve a solution, but the Port is not willing to compromise and run night shipments.
- Though extending the hours of operation would decrease congestion, it raises quality of life issues for families because of its impact during leisure time (late afternoon, evening, weekends)

FEDERAL/STATE/LOCAL POLICY CONSISTENCY – NAFTA

- The Bush Administration allowing more open entry for Mexican trucks is in conflict with the work of the Tier 2 Committee. It is essential to make sure that federal government policies support local efforts to clean up the ports and roads.

STRATEGIC PLAN

- The cities along the corridor should band together and write a strategic plan. The ports have one and so should the communities. The Tier 2 committee should continue beyond this immediate process, develop the plan, and see it through implementation.

COMMUNITY IMPACTS, ENHANCEMENTS AND QUALITY OF LIFE, INCLUDING OPEN SPACE

Belinda Faustinos from the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy presented an outline of both funded and planned projects along the I-710 corridor which aim to increase open space, parks and recreational opportunities and improve both water and air quality. Some of these projects include, enhancing the bike path on either side of the river and establishing additional wetlands and open spaces.

PROCESS

There was an extensive discussion regarding the process, specifically how the OPC would incorporate the committees’ comments. The group expressed a lack of clarity about the outcome of their energy, time and work on the Tier 2 Committee. They voiced concerns that their input might be ignored, marginalized or that the process was here solely to satisfy a public involvement requirement. Committee members expressed dedication for working on the I-710 issues that affect their communities and would like more information about how the OPC will use their comments. Some specific concerns and questions focused on how their input is formalized into the process and what are the types of results that the committee can expect to see.

Richard Powers, Executive Director of the Gateway Cities Council of Governments, explained that there were three processes, or tracks, occurring concurrently. Each track provides information that will be provided to the OPC prior to their decision making.

The OPC will receive recommendations from three distinct groups:

1. The Corridor Cities and the County – The City Council in each city and the County Board of Supervisors for the unincorporated areas will be taking a

position, based on input from their Tier 1 CAC's, (where Tier 1 CAC's exist) that is forwarded to the OPC.

2. The Technical Advisory Committee (TAC) which is comprised of public works officers from each city and the county and a number of other agencies including the AQMD and the CHP and others.
3. The Tier 2 Committee – Which represents each of the communities and a broad group of stakeholders..

Once the OPC receives the input from the three distinct groups, they have three options:

- Receive and file.
- Go forward based on the recommendations as presented.
- Modify the recommendations, seek clarification.

If the process goes forward then it enters the EIR/EIS phase, which is estimated to take approximately 2 years to complete. Speaking only from the perspective of the COG, it will be the COG staff recommendation that the local community involvement component continue and the Tier 2 in some form stay in place to provide ongoing advice and input as corridor agreements progress.

It is anticipated that each City Council and the Board of Supervisors will be taking a formal action on both the infrastructure and a series of policy issues such as air quality, safety, noise, community enhancements, etc.

It is expected that the OPC will meet two or three times, once to receive the information, another meeting or two to evaluate and deliberate prior to reaching a conclusion. The OPC can apply conditions to their actions to reflect various issues and recommendations.

Committee members suggested that the Tier 2 Committee take the following action:

- Create a short concise list of issues that are unanimously important to the committee. This will create a clear standard of bottom line issues that the group could say must be incorporated in the plan for the committee to support it.
- Articulate the process in writing in a clear way, concise way.
- Send out OPC meeting notices and agenda so committee members are aware of the meetings. It was clarified that Tier 2 members can personally attend and contribute public comments at the OPC meetings.

DESIGN CONCEPTS

Jerry Wood, Gateway Cities COG Consulting Engineer, presented the design concepts and offered some program background. There have been over 100 meetings in the last 6 months. Mr. Wood stated that he started with a blank slate and went to the Tier 1 groups and cities and tried to reflect what the communities wanted. He said that he believes there

is a consensus for the I-710 designs because the community has participated in this process. The maximum design possible, with minimum right-of-way impacts, is 14 lanes with 10 general and 4 dedicated truck lanes. This was evaluated with an assumption of 60% truck traffic during the day and 40% in off hours. This could be done; whether we should do it is up to the policy makers. The committee members offered several comments:

- Brought a letter as matter of record
- Commented on the straightforwardness and transparency of the process.
- Several Tier 1 representatives commented that the designs reflected what their groups wanted or requested.
- Discussed the impact on parks and open spaces. This design creates more open space in several parks.
- Committee members stated that they did not know that 14 lanes was the starting point.
- Support AB 1397 to mitigate rail yard pollution and asked about procedures for supporting legislation in the future.

MEETING CONCLUSION

Mr. Gennaway briefly recapped the major discussion points and announced the next meeting the committee would: review I-710 Freeway Community Enhancements, discuss the process and develop strategies. After announcing that the next Tier 2 Meeting would be held on May 6th from 6:30 pm-9:00 pm at Bateman Hall in Lynnwood, Mr. Gennaway concluded the meeting at 9:10 pm.

**I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #6**

**Thursday, May 6, 2004
6:30-9:00 p.m.**

**Bateman Hall, City of Lynwood
11331 Ernestine Avenue
Lynwood, CA**

AGENDA

- | | | | |
|------------------|------|--|---|
| 6:30 – 6:35 p.m. | I. | Introductions and Roll Call by Self-Introduction | |
| 6:35 – 6:40 p.m. | II. | Review and Approval of Meeting #5 Summary | Sam Gennawey, MIG |
| 6:40 – 8:00 p.m. | III. | Presentation of Design and Enhancements Opportunities <ul style="list-style-type: none">• Tier 1 Community Representative Presentations• Discussion | Tier 1 Representatives with Jerry Wood, COG Engineer |
| 8:00-8:15 p.m. | IV. | Review and Discuss Tier 2 Committee Findings and Opportunities Report Draft | Pat McLaughlin and Sam Gennawey, MIG |
| 8:15-8:30 p.m. | V. | Resource Questions (Time permitting) | |
| 8:30 – 8:45 p.m. | VI. | Public Comment | |
| 8:45 – 9:00 p.m. | VII. | Meeting Recap and Next Steps | |

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

DRAFT MEETING SUMMARY

**I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
MEETING SUMMARY
MAY 6, 2004**

INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION

On Thursday, May 6, 2004, the sixth meeting of the Tier 2 Community Advisory Committee Meeting was held at Bateman Hall in Lynwood. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. Mr. Gennawey briefly reviewed the agenda stating the focus of this meeting was to discuss the desired community enhancements from Long Beach to East Los Angeles, as articulated by the Tier 1 representatives. Mr. Gennawey asked committee members to voice conflicts or additional enhancements not mentioned. The committee members introduced themselves and the community or organization they represent.

REVIEW AND APPROVAL OF MEETING #5 SUMMARY

Mr. Gennawey noted that Belinda Faustinos' presentation on "Community Impacts, Enhancements and Quality of Life, Including Open Spaces" was not included in the draft summary but will be added to the final summary. After reviewing the fifth meeting's summary, committee members suggested four revisions:

- Page 3, in the Alameda Corridor section, add the word *discussion* to the heading. The committee discussed the Alameda Corridor, but this heading is misleading implying the group had reached a consensus.
- Page 3, in the Freeway Repair and Maintenance section, under the "repave several boulevards" bullet, add Long Beach Boulevard.
- Page 3, in the Freeway Repair and Maintenance section, under the "add on and off ramps" bullet, change the 91 to the 105 freeway.
- Page 3, in the Freeway Repair and Maintenance section, strike the bullet stating, "the 91 cannot solve the Port traffic problem, we should try to shift the traffic to residential streets."

After acknowledging those changes will be incorporated into the meeting summary, the committee members approved the meeting 5 summary.

PRESENTATION OF DESIGN AND ENHACEMENT OPPORTUNITES

Mr. Gennawey facilitated as the communities with Tier 1 committees presented their design and enhancement opportunities. Each of the I-710 corridors represented (Long Beach, Carson, Compton, Lynwood, Paramount, South Gate, Bell Gardens, Bell, Maywood, Cudahy, Downey, Vernon, Commerce and East Los Angeles) had specific opportunities/enhancements for their communities and this summary reflects highlights from each presentation. In addition to the comments summarized by community, there was committee consensus that several issues were extremely important. The largest issue for each community was improving air quality and decreasing pollution. All representatives agreed

DRAFT MEETING SUMMARY

that the high levels of pollution pose a significant threat to residents' health and must be mitigated as part of this process. Other shared topics of concern included: quality of life, health, safety, mobility and noise pollution.

Tier 1 representatives presented their committee findings and had a variety of comments, both specific and general, regarding design and enhancement opportunities; the highlights of these, as well as related discussion points, are set forth below.

LONG BEACH (Mr. Alan Hose, Community Representative)

- Build attractive sound walls before highway construction begins.
- Complete proposed mitigations prior to beginning construction. (Produce an EIR)
- Two layer -double deck truck lanes along the river may help increase mobility.
- Rebuild 405 interstate to make the ramps smoother. This comment sparked discussion regarding the impact to neighborhoods on the east side heading towards Sutter. To minimize the impact to communities, the engineers tried to move the truck lanes closer to the Blue Line.
- Expand Chavez Park taking wetland preservation into consideration. The addition of new off ramps could negatively impact the wetlands.
- The port must reduce emissions before new construction projects begin.
- Improve vegetation and landscape

CARSON (Mr. Ray Park, Tier 1 Representative)

- A general stress on improving safety,
- Construct freeway improvements,
- Improving air quality by at least 20-30%. This could be accomplished by curbing Port development and reducing pollution from trucks, trains and ships.
- The community is concerned that, because Carson is surrounded by several major freeways and corridors (710 East, Alameda St. and the 110) additional mitigation measures will be required in order to mitigate health effects (air quality, noise, increase truck traffic) caused by both ports.
- Any and all mitigation measures that are listed in the Final EIR will be in-place in all cities prior to starting any new freeway construction projects. Historically, construction projects begin without the environmental impact mitigation measures in-place, which causes the communities to suffer greater harm during construction phases.
- Proposed alternate truck lanes.

COMPTON (Mr. Roberto Chavez, Tier 1 Representative)

- Improving the social and economic vitality of the community,
- Increase job training, employment opportunities and education programs for residents,
- Preserve and improve Compton Creek focusing on minimizing construction run-off.
- Improve the poor air quality, through supporting a "no net increase" in pollution policy
- Improve the quality of life,
- Improve safety through public information campaigns
- Improve Alameda Street and reduce truck traffic through residential areas,
- Reduce the impact for area homes,

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- Evaluate the impact of adding truck lanes to the 91 freeway (ending at the 605)
- The design minimizes the right of way impacts for Compton.
- Connect the bike trails along the Compton Creek to the LA river

LYNWOOD (Mr. Rod White, Tier 1 Representative)

- Increase safety through public information campaigns,
- Heighten freeway barriers,
- Improve the lighting along the I-710 freeway,
- Improve air quality through reducing emissions,
- Improve on and off ramps,
- Improve quality of life through sound walls and landscaping. The loss of parks is a large negative impact for communities,
- Meter the Port truck traffic to limit truck traffic during peak hours,
- Proposed an elevated truck deck on the 710,
- Reduce congestion through: evaluating traffic flows (i.e. Rosecrans), synchronizing the 710 corridors, and building an elevated truck lane adjacent to the 710. The current plan supports this through building a dedicated truck lane, improving Rosecrans, and improving the Imperial highway interchange. Tier 1 representatives reviewed this plan.

PARAMOUNT (Mr. Gerald Burgess, Community Representative)

- The LA River acts as a buffer to the city. Any suggested building on the river is not favored.
- Concerns over adding on and off ramps to the 710 freeway and building a double deck lane on of 710 freeway,
- Improve access to Rosecrans and Garfield from the 105,

SOUTH GATE (Ms. Glenna J. Amos, Tier 1 Representative)

- A focus on improving health and safety,
- Reducing noise and dusts through constructing an attractive sound wall,
- Increasing mobility through: alternative transportation, improving bus routes, enhancing Garfield, improving the Imperial interchange, widening the Rio Hondo/ Garfield bridges, building a thorough fare through Southgate and metering trucks out of the Port.
- Study the impacts of local arterials to determine improvements to streets, interchanges, etc.
- Improve railroad bridges for access during construction,
- Provide compensation to businesses that might lose money because of construction,
- Maintain Tier 2 community committee through construction for ongoing input,
- Maximize and preserve parks and open spaces, including the Rio Hondo Restoration Park and the Del Amo-Dominguez Gap Project.
- Some important enhancements that appear on the engineers sketches are:
 - Increasing entrances to the Mobile home park,
 - Connecting Garfield through currently vacant property,
 - Add a small tunnel entrance to the mobile home park, and

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- Minimize right of way impacts to businesses.

BELL GARDENS (Mr. Clifford Dunbar, Tier 1 Representative)

- Echoing the concerns of other communities pertaining to health, air quality and quality of life.
- Improve signage on the freeway,
- Preserving open spaces and trees. The community did not want to give up space for highway expansion.
- Increasing mobility through removing trucks from the freeway,
- Move towers over toward the river and build a sound wall to better protect homes,
- The engineer noted that there were minor river intrusions, which the Tier 1 members reviewed and supported.
- Is there an impact to the bike trail on the wet side of the river? The overall goal is to provide a lateral bike trail on each side of the freeway.
- The community wants a plan that improves their community.

BELL (Julie Gonzales, Tier 1 Representative)

- Improving air quality,
- Improving quality of life,
- Compensating business owners,
- Building sound walls,
- Removing graffiti,
- Improving mobility through, improving the Slauson on ramp, opposing a Slauson off ramp, improving Florence/Firestone, mimicking the Atlantic and Bandini solution and supporting the concept of a 14-lane freeway.

MAYWOOD

Maywood does not have a Tier 1 Committee and Maywood's representative was not present at this meeting. Angelo Logan advised that he is aware that a majority of Maywood residents are opposed to a Slauson off-ramp

DOWNEY (Mr. Harold Tseklenis, Community Representative)

- Improving health, noise, congestion and safety.
- This effort aims to increase the quality of life for corridor residents, not to increase the Port's capacity. The Port's congestion should not extend to residential streets. This is a parallel effort involving road expansion and stabilizing Port growth.
- Possible expansion to eight dedicated truck lanes.
- Provide a tunnel under the freeway for additional lanes to accommodate truck traffic, if more than eight lanes are needed.
- The 710 expansion is a short-term solution, but what about 2050?

VERNON (Mr. Harold Arsenian, Community Representative)

- Preserve jobs.
- Negative impacts on this job hub if the railroads acquire more land.

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- Increase mobility (similar to Atlantic Bandini Interchange) and improve the Carmony interchange.
- Minimize the freeway impact, if larger, it may have less community impact.
- Prepare an environmental document.
- Send a liaison from Tier 2 to the next phase. Tier 2 is expected to continue until the freeway is built when it becomes an advisory committee.
- Engineers commented that this maximum 14-lane design is projected to handle traffic through 2025 at adequate levels of service. “Adequate” or acceptable levels of service operate at 80-90% capacity. Currently the 710 is about a D-E (30 mph).

CITY OF COMMERCE (Mr. Bob Eula, Tier 1 Representative)

- Decrease pollution,
- Increase safety,
- Improve the terrible noise and dirt problem,
- Build new barriers and repave ramps.
- Some specific recommendations include: close the Washington on/off ramp, make Atlantic and Telegraph the on-ramp for the I-5, examine the impact of Bandini and Garfield on home loss, and oppose the Slauson on/off ramp.
- The representative commented that the new metering signal installed by Caltrans causes truck traffic to back up for miles. It is essential to receive community input.
- Increase locomotives and crews because containers are backed up on the rail lines. Aim to get trucks off the freeway and into rail yards.
- Research and use alternative fuels.
- Important to keep trucks off of the local streets.
- Build a new interchange on Bandini and Atlantic.
- Suggests moving cargo, not with trucks, but through the corridor on a conveyor belt.
- The dedicated lanes should use the best technology available, not diesel trucks.
- Bandini/Washington Boulevard should be the first priority when funds become available.

EAST LOS ANGELES (Mr. Gustavo Camacho, Tier 1 Representative)

- Decrease congestion on the on/off freeway to reduce pollution.
- East LA is an extremely complex area surrounded by many freeways (i.e. I-710/I-5/I-60)
- The representative noted that 70,000 cars travel along Whittier on a day-to-day basis.
- East Los Angeles is a densely populated community with little open space.
- Opposed to losing homes or businesses
- Build sound walls with trees and vines to increase eye appeal and reduce graffiti. East LA should not “look like a jail.”
- More time is necessary to examine these complex issues. Each time engineers meet with community representatives, there are more suggestions and ideas to incorporate.
- The two issues that concern East Los Angeles are its commerce and complexity.
- Reduce traffic on local streets by closing some of the off ramps.
- Desire extending the 710 or studying a tunnel to run through South Pasadena.
- Maintain space on both sides of the soundwalls.

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- Increase the medians to reduce lights from on-coming traffic.
- Remove graffiti.
- Limit the Port capacity to the highway capacity, thinking about the long-term.
- Increase truck lanes.
- Increase tunnels.

This plan will ultimately be based on the consensus of the corridor communities. Mr. Gennaway discussed what it means to ultimately achieve consensus, but at this point the focus is on resolving any significant conflicts. The Tier 2 Committee members agreed that there are no major conflicts south of Washington.

Funding

The project funding relating to sources, amount and timeframe was discussed. Funding for this project will most likely come in small pieces over time, and projects will need to be prioritized when funding becomes available. Transportation funding is programmed many years in advance, so construction may not be immediate. If the Highway Bill passes, funding will be available more immediately. There are other funding sources besides federal funding, for example the Firestone project was funded through an MTA call for projects.

REVIEW AND DISCUSS TIER 2 COMMITTEE FINDINGS AND OPPORTUNITES REPORT DRAFT

Pat McLaughlin, of Moore Iacofano & Goltsman, Inc. and Katherine Padilla of Katherine Padilla & Associates introduced the Findings and Opportunities Report Draft. This report summarizes the major issues and presents key findings and recommended strategies. The Organizing Principles deal with both corridor issues and those that extend beyond the corridor. There were several comments and suggestions on this draft document including:

- Increase the Port's involvement in the air quality discussion. The Port must support a "zero tolerance" policy for pollution increase, or the Tier 2 Committee cannot support the document moving forward. Federal compliance is essential and the Committee Members want to aim for higher standards.
- Separate the strategies, policies and conditions in the report.
- Propose actual policies as part of the report.
- Public health, personal health and economic health are important concerns for committee members.
- Add specific committee member suggestions from the past six meetings for improving air quality (i.e. container fees, alternate fuel) to the air quality section, which is currently too vague. Consultants responded that this document is a general overview and are in the process of developing a much more detailed report complete with an action matrix.
- This committee should articulate conditions for approval before discussing strategies.
- The report should include facts illustrating the degree of pollution in the corridor communities.
- Examine whether the suggestions the Tier 2 is making are plausible and executable.
- Are these really "organizing principles" or just a cluster of subject areas? To have organizing principles don't we need a baseline to go back and test against?

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- Needs filters criteria to evaluate.
- Need to quantify the air quality discussions.
- This problem is a direct derivative of Port growth.
- The report should have more specificity included. The committee members desire a bold, accurate and specific portrayal of their comments. One committee member suggested breaking into subcommittees to discuss the issues in more detail.
- The report should reflect the issues the Committee has formed consensus over.
- Process and Product (reflects what comes out of the group).

PUBLIC COMMENT

Paulette Bradley, a Lynwood Personnel Commissioner, appreciates this effort and Lynwood's involvement in this process.

ASSEMBLYMAN LOWENTHAL BILLS

Luiz Marquez, represented Assemblyman Lowenthal, making a brief presentation and answering questions. Assemblyman Lowenthal has been working on three bills to improve air quality, which are:

AB 2041: This bill aims to stabilize impacts of pollution. (Appropriations)

AB 2042: This bill provides incentives to support off peak hours operation. (Assembly floor)

AB 2043: This bill creates a statewide ports committee to deal with a long-term strategy to tackle port related issues. (Appropriations)

One of the Tier 2 representatives asked whether Assemblyman Lowenthal supported 1397, the train idling bill. Mr. Marquez replied that the Assemblyman Lowenthal has been focused on the bills mentioned above, but is currently researching this bill.

BNSF

LaDonna DiCamillo and John Chavez from the BNSF made a presentation detailing steps the railroads have and are taking to improve air quality. Some highlights from the presentation are:

- Rail is more efficient and three times cleaner than trucks.
- The railroads have reduced emissions before required by enforcing the Clean Air Act five years in advance of forced federal compliance.
- The railroads plan to have retrofitted their fleets and rebuilt their locomotives with new cleaner burning technology in five years. These updates, occurring before normal wear and tear requires vehicle replacing, will reduce the nitrogen oxides and other harmful particulates by 50%.
- The BNSF urges voters not to support AB 1397 because of its vague language on the railroads "fair share" of emissions reduction. The railroad's fear the "fair share" may be excessive and inadvertently increase pollution by putting more trucks on the road.

MEETING RECAP AND NEXT STEPS

Mr. Gennawey Briefly recapped the major discussion points and announced the next committee meeting tentatively set for May 20th from 6:30 to 9:00 at Bateman Hall in Lynwood. Mr. Gennawey concluded the meeting at 9:05 pm.

**I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #7**

Thursday, June 10, 2004
6:30-9:00 p.m.

Carson Community Center
Carson Domiguez Ballroom
3 Civic Plaza

AGENDA

- | | | | |
|------------------|------|--|---|
| 6:30 – 6:35 p.m. | I. | Introductions and Roll Call by Self-Introduction | |
| 6:35 – 6:40 p.m. | II. | Review and Approval of Meeting #6 Summary | Sam Gennawey, MIG |
| 6:40 – 7:10 p.m. | III. | Process Review, Update and Next Steps <ul style="list-style-type: none">• Phase I – Major Corridor Study • EIR/EIS Phase Presentation | Pat McLaughlin, MIG Ron Kosinski, Deputy District Director, Caltrans |
| 7:15-8:15 p.m. | IV. | Review and Discuss Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations | Pat McLaughlin and Sam Gennawey, MIG |
| 8:30 – 8:45 p.m. | VI. | Public Comment | |
| 8:45 – 9:00 p.m. | VII. | Meeting Recap and Next Steps | |

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
Carson Community Center

MEETING #7
JUNE 10, 2004

MEETING SUMMARY

INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION

On Thursday, June 10, 2004, the seventh meeting of the Tier 2 Community Advisory Committee Meeting was held at Carson Community Center. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. welcomed the committee at 6:30 p.m. and announced to the committee that they did not have a quorum. He explained that the committee could review information but could not take any action. There were two presentations prior to a quorum. Mr. Gennawey then briefly reviewed the agenda stating the focus of this meeting was to discuss the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

Committee members in attendance were: Ed Avol, Hamid Bahadori, Gustavo Camacho, Malcolm Carson, Louis Diaz, Clifford Dunbar, Bob Eula, Belinda Faustinos, Allen Hose, Angleo Logan, Domenick Miretti, Elisa Nicholas, William Pagett, Noel Park, Ray Park, Harold Tseklenis, and Rod White.

PROCESS REVIEW, UPDATE AND NEXT STEPS

Mr. Gennawey explained to the group that their report is one of the last steps in this phase of the process. He introduced Ron Kosinski, Deputy Director District 7, Caltrans to explain the EIR/EIS process.

EIR/EIR PHASE PRESENTATION

Mr. Kosinski provided an overview of the process. He stressed that public agencies, such as Caltrans and FHWA, involved in overseeing any EIR/EIS process must always maintain a neutral position about the contents of the document until decision-makers approve the final document. He explained that the EIR/EIS process is guided by CEQA/NEPA guidelines, Environmental Justice laws and the National Historic Preservation Act. Mr. Kosinski described the steps associated with environmental analysis.

Mr. Kosinski described the EIR/EIS process as a tool that begins early in the process to insure that community impacts are considered. Scoping is the first phase in the process and includes talking to the local residents early in the process to identify significant community issues. During the scoping phase, the agencies also work with experts, such as biologists, who conduct research within the potential project area. There is ongoing dialogue with the community and input is provided on alternatives to assist planners and engineers in their work. After analyzing the input gathered during the scoping, mitigation measures to

minimize potential environmental impacts are identified. This process can take between two to three years.

Mr. Kosinski stated that the work of the Tier 2 Community Advisory Committee can be incorporated into the input for scoping for any future projects along the I-710 corridor.

COMMITTEE COMMENTS

- It is important that the Tier 1 representatives present the Tier 2 Draft Report on Major Opportunity/Strategy Recommendations to their constituents as soon as possible, as it will form the foundation for identification of I-710 issues/concerns for future scoping.
- The EIR will not solve all of the communities' issues and therefore the Tier 2 needs to state a strong position to the OPC so that Tier 2 and the communities can have a leadership role and set the tone for the overall CEQA process, rather than be in a reactive mode
- Project implementation should be conditioned on meeting environmental objectives.

ORANGE LINE MAGLEV PRESENTATION

Al Perdon, Executive Director of the OrangeLine Development Authority, conducted a presentation of the OrangeLine MagLev system. Studies of the proposed system are currently underway. The OrangeLine is a high-speed magnetic levitation (or Maglev) system that is intended to connect Orange and Los Angeles counties in an aerial "monorail" alignment using existing freeway corridors. The presentation also described the environmental advantages that the system would have over alternative rail or trucking systems. These included: lower noise, air pollution and energy consumption, and less community disruption through right-of-way acquisition and visual intrusion. Several committee members asked whether the OrangeLine could be used to move freight containers. Mr. Perdon responded that it would be possible to retrofit the passenger cars to accommodate cargo pallets. The notion that Maglev could possibly be used to move freight from the ports to inland locations was mentioned

REVIEW AND APPROVAL OF MEETING #6 SUMMARY

At 7:45 P.M. it was announced that Mr. Gerald Burgess had arrived and that there was now a quorum. The committee reviewed the May 6, 2004 Meeting #6 summary and made the following revisions:

- On Page 2, in the City of Long Beach section, in the fourth bullet, change the referenced rail line from Green Line to Blue Line.
- Page 2, under the City of Carson section, beneath the fourth bullet, add the words at the end of the sentence, "will require additional mitigation measures in order to mitigate the health effects (air quality, noise, increase truck traffic) caused by both ports."
- Also, in the Carson section, under the fifth bullet, omit the complete sentence and add the following sentences instead, "Any and all mitigation measures that are listed in the

Final EIR will be in-place in all cities prior to the start of any freeway new construction projects. Historically, construction projects begin without the environmental impact mitigation measures in-place, which causes the communities to suffer greater harm during construction phases.”

- Page 3, in the City of Paramount section, omit the last bullet: “Need additional light rail.”
- Page 4, in the City of Downey section, beneath the third bullet, create a new bullet that states: “Provide a tunnel under the freeway for additional lanes to accommodate truck traffic, if an excess of eight lanes is needed.”
- On page 5, in the paragraph beginning with the sentence-- “This plan will ultimately be based on the consensus . . . -- revise/shorten the last sentence of the paragraph to state, “ The Tier 2 Committee members agreed that there are no major conflicts south of Washington.”

REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS

The Committee reviewed the first section, Public Health, and suggested revisions in language and formatting. They also re-emphasized the importance of allowing sufficient time for thoughtful review and discussion. The consultant team informed the committee that facilitation staff is available to conduct a next meeting to review the rest of the document. The consultant team proposed that the committee forward any further revisions or comments via e-mail or fax before June 16. The consultant team will incorporate these edits before the next meeting.

PUBLIC COMMENT

There was no public comment.

MEETING RECAP AND NEXT STEPS

Mr. Gennaway briefly recapped the discussion and reviewed the recommended revisions, including reformatting, of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. He announced that the next Tier 2 Meeting was set for Tuesday, June 29, 2004 from 6:30 to 9:00 pm. at Progress Park in Paramount. Mr. Gennaway concluded the meeting at 9:15 pm.

**I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #8**

Tuesday, June 29, 2004
6:30-9:00 p.m.

Progress Park Community Center
15500 Downey Avenue
Paramount, CA

AGENDA

- | | | | |
|------------------|------|---|--|
| 6:30 – 6:35 p.m. | I. | Introductions and Roll Call by Self-Introduction | |
| 6:35 – 6:40 p.m. | II. | Review and Approval of Meeting #7 Summary | Sam Gennawey, MIG |
| 6:40 – 6:50 p.m. | III. | Process Review, Update and Next Steps | |
| 6:50-8:30 p.m. | IV. | Review and Discuss Tier 2 Committee Findings and Opportunities Report Draft | Sam Gennawey and Esmeralda Garcia, MIG |
| 8:30 – 8:45 p.m. | VI. | Public Comment | |
| 8:45 – 9:00 p.m. | VII. | Meeting Recap and Adjourn | |

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

DRAFT MEETING SUMMARY

I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
Progress Park

MEETING #8
JUNE 29, 2004

MEETING SUMMARY

INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION

On Thursday, June 29, 2004, the eighth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park Community Center. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. and reviewed the agenda. The primary purpose of this meeting was to continue to discuss the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

Members in attendance were Glenna Amos, Harold Arsenian, Ed Avol, Hamid Bahadori, Gerald Burgess, Gustavo Camacho, Malcolm Carson, Clifford Dunbar, Bob Eula, Belinda Faustinos, Larry Galvan, Julie Gonzalez, Patricia Herrera, Allen Hose, Bobbi Kimble, Joseph Magaddino, Elisa Nicholas, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Harold Tseklenis, and Rod White.

REVIEW AND APPROVAL OF MEETING #7 SUMMARY

After reviewing the June 10, 2004 Meeting #7 summary, committee members asked that the meeting summary reflect the lack of a quorum at the beginning of meeting #7.

REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS

The Committee reviewed and discussed the chapters on Economic Development and Safety. The committee's comments are reflected in the Draft #4.

PUBLIC COMMENT

There was no public comment.

MEETING RECAP AND NEXT STEPS

Mr. Gennawey briefly recapped the discussion and reviewed the recommended revisions to the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. He announced that the consultants would be available on Tuesday, July 13 and 27 to facilitate additional meetings in an effort to complete revisions to the report. Gennawey concluded the meeting at 9:15 pm.

**I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE
Meeting #9**

Tuesday, July 13, 2004
6:30-9:00 p.m.

Progress Park Community Center
15500 Downey Avenue
Paramount, CA

AGENDA

- 6:30 – 6:35 p.m. I. Introductions and Roll Call by Self-Introduction
- 6:35 – 6:40 p.m. II. Tier 2 Recognition of the Work of the Committee Lynda Bybee, Deputy Executive Officer, Metro Community Relations
- 6:40 – 6:45 p.m. III. Review and Approval of Meeting #8 Summary Pat McLaughlin, MIG
- 6:45 – 6:55 p.m. IV. Process Review and Protocol
- 6:55-8:40 p.m. V. Review and Discuss Tier 2 Committee Findings and Opportunities Report Draft #4**
- 8:40 – 8:50 p.m. VI. Public Comment
- 8:50 – 9:00 p.m. VII. Meeting Recap and Next Steps

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
PROGRESS PARK**

**MEETING # 9
July 13, 2004**

MEETING SUMMARY

INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION

The ninth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount, CA., on Tuesday, July 13, 2004. Patricia McLaughlin, Principal of Moore Iacofano Goltsman, Inc. served as facilitator. She opened the meeting at 6:30 p.m. beginning with self-introductions. She briefly reviewed the agenda stating that the focus of this meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. Prior to the Discussion Lynda Bybee, Deputy Executive Officer, Metro Community Relations provided an update on the Major Corridor Study and thanked the committee members for their efforts.

REVIEW AND APPROVAL OF MEETING #8 SUMMARY

Committee members confirmed that they had reviewed the summary. The summary was approved as written.

REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS

The Committee reviewed and discussed two chapters of the Report: 1) Noise, and 2) Congestion and Mobility. The Committee's comments and suggested revisions are reflected in Draft #5. During the discussion a committee member suggested that it would be helpful to review the Strategies prior to the Synopsis of Findings in each chapter of the report. The committee agreed to follow this process for the remaining the chapters. It was also requested that Strategy #6 "*Support Capacity Enhancement Improvements for the I-710 Freeway upon meeting the conditions recommended in this report*" be moved from the Mobility and Congestion chapter to the Design Concepts chapter. Discussion of this chapter will occur when the committee reviews the Design Concepts chapter.

PUBLIC COMMENT

Mr. Gilbert Roque, who stated that he was speaking on behalf of the City of Commerce and East Los Angeles, thanked members for their commitment and participation on the Committee.

MEETING RECAP AND NEXT STEPS

Ms. McLaughlin briefly recapped the discussion and reviewed the recommended revisions of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

She announced that the next Tier 2 Meeting would be held on Tuesday, July 27 from 6:30 to 9:00 pm. at Progress Park. Ms. McLaughlin stated that the Committee's review of the Draft Report would continue at the July 27 Meeting. She encouraged members to provide written comments/suggested revisions before the meeting, so that the new Draft would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:15 pm.

I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE

Meeting #10
Tuesday, July 27, 2004
6:30-9:00 p.m.

Progress Park Community Center
15500 Downey Avenue
Paramount, CA

AGENDA

- | | | |
|------------------|--|------------------------|
| 6:30 – 6:35 p.m. | I. Introductions and Roll Call by Self-Introduction | |
| 6:35 – 6:40 p.m. | II. Review and Approval of Meeting #9 Summary | Pat McLaughlin, MIG |
| 6:40 – 8:40 p.m. | III. Review and Discussion of Tier 2 Committee Report Draft # 5, Chapters on: Congestion & Mobility Community Enhancements | |
| | IV. Recap of Tier 1 Community Design Concepts and Review of Community Design Chapter | Tier 1 CAC Members |
| | V. Review and Discussion of Environmental Justice Chapter | |
| | VI. Review and Discussion of Process Chapter | |
| 8:40 – 8:50 p.m. | VII. Public Comment | |

8:50 – 9:00 p.m. VII. Meeting Recap and Adjourn

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
PROGRESS PARK

MEETING # 10
July 27, 2004

MEETING SUMMARY

INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION

On Tuesday, July 27, 2004, the tenth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:30 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

Committee members in attendance were: Glenna J. Amos, Harold Arsenian, Ed Avol, Hamid Bahadori, Gustavo Camacho, D. Malcolm Carson, Louie Diaz, Bob Eula, Belinda Faustinos, Julie C. Gonzales, Allen Hose, Roger Holman, Bobbi Kimble, Angelo Logan, Joe Magaddino, Mandy McLaughlin, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Rod White, Larry Galvan.

REVIEW AND APPROVAL OF MEETING #9 SUMMARY

Committee members reported that they had reviewed the Meeting #9 Summary. It was requested that the Summary be revised to reflect the committee's discussion and decision that *Strategy #6: "Support Capacity Enhancement Improvements for the I-710 Freeway upon meeting the conditions recommended in this report"* be moved from the Mobility and Congestion chapter to the Design Concepts chapter instead. Therefore, Committee review and discussion of this strategy would occur at a subsequent meeting with the Design Concepts chapter.

REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS

Congestion and Mobility Discussion

The Committee reviewed and discussed the Congestion and Mobility chapter of the Draft Report. Revisions to the Report were recommended after suggestions were made and the implications explored through open dialogue. The revisions will be incorporated in Draft #6, which will be distributed to all committee members for review at the new Tier 2 Meeting.

Design Concepts Discussion

The committee began to discuss the potential for a "project" after one of the committee members pointed out that the work they have accomplished cannot lead to studies without a

project. One committee member asked that they take an informal poll to gauge the Committee's support for a project. A dialogue continued and it was concluded that a project is not out of the question; however, the Tier 2 committee needs to focus on the conditions to any improvements.

Ms. McLaughlin introduced Jerry Wood, Engineering Consultant, of Gateway Cities Council of Government. Mr. Wood stated that he had worked closely with several Tier 1 Committees to develop a locally preferred strategy (design concept) to alleviate safety and congestion issues of the I-710, and that the strategy had been approved by Tier 1 Committees. Ms. Garcia, of MIG, who facilitated the Tier 1 Committees, further clarified the engagement process through which communities had taken an active role in, first, defining their issues and concerns and, then, developing their list of Community Ideas to address those concerns. She explained that Mr. Wood had then worked with communities to develop the locally preferred strategy to also help address their concerns.

Several committee members expressed a wide range of opinions and concerns, including the following:

- The Tier 2 Committee had not yet agreed to support a design concept, or improvements that increased capacity
- The status quo is intolerable—and steps leading to a preferred design concept must be taken to improve the I-710
- It is necessary to approve a “project” (“to serve as a vehicle”) in order to proceed towards implementation of other recommended strategies.
- The EIR process of the locally preferred design concept would provide an opportunity for additional community review of issues and mitigation measures.

After discussion, several members emphasized that it is important for the Committee to first reach agreement on the conditions that must be met in order to improve the quality of life in the I-710 Corridor. It was suggested that, based on that shared understanding and agreement on conditions, consensus on a design concept of a locally preferred strategy may develop. One member expressed gratitude for the opportunity to serve on the Tier 2 Committee in which community issues and concerns—as well as a diverse range of views--could be discussed in an open manner. The committee concluded that it is important for Tier 2 to support the recommendations made by the Tier 1 CAC's by focusing the Tier 2 committee's work on conditions.

PUBLIC COMMENT

No audience members asked to speak before the group.

MEETING RECAP AND NEXT STEPS

Ms. McLaughlin briefly recapped the discussion. She announced that the next Tier 2 Meeting would be held on Thursday, August 12 from 6:30 to 9:00 pm. at Progress Park. She encouraged members to provide written comments/suggested revisions before the meeting, so that the Draft #6 would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:15 pm.

I-710 Corridor Study Facilitation
TIER 2 COMMUNITY ADVISORY COMMITTEE

Meeting #11

Thursday, August 12, 2004

6:30-9:00 p.m.

Progress Park Community Center

15500 Downey Avenue

Paramount, CA

AGENDA

- | | | |
|------------------|--|---|
| 6:30 – 6:35 p.m. | I. Introductions and Roll Call by Self-Introduction | |
| 6:35 – 6:40 p.m. | II. Review and Approval of Meeting #10 Summary | Pat McLaughlin, MIG |
| 6:40 – 8:40 p.m. | III. Review and Discussion of Tier 2 Committee Report Draft # 7, Chapters on: <ul style="list-style-type: none">▪ Community Design | Tier 1 CAC Members/Pat McLaughlin |
| | IV. Review and Discussion of Chapters on: <ul style="list-style-type: none">▪ Environmental Justice▪ Process▪ Health and Air Quality | Pat McLaughlin, MIG |
| 8:40 – 8:50 p.m. | VII. Public Comment | |
| 8:50 – 9:00 p.m. | VII. Meeting Recap and Adjourn | |

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
PROGRESS PARK

MEETING # 11
August 12, 2004

MEETING SUMMARY

INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION

On Thursday, August 12, 2004, the eleventh meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:00 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations, specifically the chapters on Community Enhancements, Design Concepts, Environmental Justice and Process.

Committee members in attendance were: Glenna J. Amos, Hamid Bahadori, Malcolm Carson, Louie Diaz, Bob Eula, Allen Hose, Angelo Logan, Joe Magaddino, Mandy McLaughlin, Noel Park, Ray Park, Patty Senecal, Rod White, Larry Galvan, Elsa Nicholas, and Harold Tseklenis.

REVIEW AND APPROVAL OF MEETING #9 SUMMARY

Committee members reported that they had reviewed the Meeting #10 Summary. Mr. Galvan stated that he was present at the last meeting and that the meeting summary should reflect this. The meeting summary was approved with this change.

REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS

The Committee completed review of the Community Enhancements chapter and the edits are reflected in the report draft #8. After some discussion during the review of Design Concept chapter, the committee unanimously agreed that this chapter should reflect support for the ideas generated by the Tier 1 CAC even if conflict exists between the different communities. The committee felt it is important that the Tier 1 CAC recommendations be reflected in the Tier 2 report. The Community Ideas Matrices will be incorporated into the report appendix. Edits to the chapter have been incorporated. The Committee continued to review the chapters on Environmental Justice and Organization & Process. Draft #8 reflects these edits.

PUBLIC COMMENT

No audience members asked to speak before the group.

MEETING RECAP AND NEXT STEPS

Ms. McLaughlin briefly recapped the discussion. Ms. Gilmore stated that the facility would be available on August 19 or 26 for the committee to review the chapter on Health. The Committee agreed to meet on Thursday, August 26 from 6:30 to 9:00 pm. at Progress Park. She encouraged members to provide written comments/suggested revisions before the meeting, so that the Draft #8 would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:00 pm.

TIER 2 COMMUNITY ADVISORY COMMITTEE

Meeting #12

Thursday, August 26, 2004

6:30-9:00 p.m.

Progress Park Community Center
15500 Downey Avenue
Paramount, CA

AGENDA

- 6:30 – 6:35 p.m. I. Introductions and Roll Call by Self-Introduction
- 6:35 – 6:40 p.m. II. Review and Approval of Meeting #11 Summary Pat McLaughlin, MIG
- 6:40 – 7:00 p.m. III. Recap/Review of Tier 2 Committee Report Draft # 8, Edits to Chapters on:
▪ Environmental Justice
▪ Process Pat McLaughlin
- 7:00 – 7:45 p.m. IV. Review and Discussion of Chapter on:
▪ Health and Air Quality Pat McLaughlin
- 7:45 – 8:15 p.m. V. Review and Discussion of Chapters on:
▪ Organizing Principles (including sections on Financial Considerations and Conditions)
▪ Executive Summary Pat McLaughlin
- 8:15-8:30 p.m. VI. Public Comment

8:30-8:55 p.m. VII. Finalization/Approval of Report by Pat McLaughlin
Tier 2 and Discussion of
Presentation to OPC in September

8:55 – 9:00 p.m. VIII. Meeting Recap and Adjourn

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

I-710 MAJOR CORRIDOR STUDY
TIER 2 COMMUNITY ADVISORY COMMITTEE
PROGRESS PARK

MEETING # 12
August 26, 2004

MEETING SUMMARY

INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION

On Thursday, August 26, 2004, the twelfth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:00 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations, specifically the chapter on Health and Air Quality.

Committee members in attendance were: Glenna J. Amos, Harold Arsenian, Hamid Bahadori, Gerald Burgess, Gustavo Camacho, Malcolm Carson, Clifford Dunbar, Bob Eula, Belinda Faustinos, Julie Gonzalez, Patricia Herrera, Roger Holman, Alan Hose, Bobbi Kimble, Angelo Logan, Mandy McLaughlin, Domenick Miretti, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Harold Tseklenis, Rod White.

REVIEW AND APPROVAL OF MEETING #11 SUMMARY

Committee members reported that they had reviewed the Meeting #11 Summary. The meeting summary was approved as written.

REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS

The Committee reviewed of the Health and Air Quality chapter. The Committee had minor edits to this chapter that will be incorporated. The committee also reviewed the Executive Summary of the report. After the discussion, the committee members in attendance unanimously approved the Tier 2 Report on Major Opportunity/Strategy Recommendations on a roll call vote.

PUBLIC COMMENT

No audience members asked to speak before the group.

MEETING RECAP AND NEXT STEPS

Ms. Gilmore stated that the Oversight Policy Committee is scheduled to meet on September 30 to receive and file the Tier 2 Report. The Committee decided to create a subcommittee to prepare the presentation to the OPC. The members of the subcommittee are: Malcolm

Carson, Bob Eula, Belinda Faustinos, Alan Hose, Bobbi Kimble, Angelo Logan, Joseph Magadino, Harold Tseklenis, Rod White, Dr. Avol. The Gateway COG will coordinate logistics with the subcommittee and provide support as needed.

The meeting was adjourned at 9:00 PM.