



## I-710 SOUTH CORRIDOR PROJECT

### Listening Sessions #1 and #2 Summary

December 8 and 9, 2021



## **PRESENTERS**

Ernesto Chaves, Director, Countywide Planning & Development Department, Highway Program, Metro  
KeAndra Cylear-Dodds, Executive Officer of Equity and Race, Metro  
Michael Cano, Deputy Executive Officer, Countywide Planning & Development, Metro  
Erika Morales, Facilitator, Morales + Morales Partners

## **PROJECT TEAM**

Dave Levinsohn, Vice President, AECOM  
Julie Rush, Planning Senior Manager, Transportation, AECOM  
Gary Hamrick, Principal, Cambridge Systematics  
Susan DeSantis, Senior Project Manager, Arellano Associates  
Melissa Holguin, Senior Project Manager, Arellano Associates  
Stacey Falcioni, Project Manager, Arellano Associates  
Julie Nieto, Senior Project Coordinator, Arellano Associates  
Nora Casillas, Senior Project Coordinator, Arellano Associates  
Nancy Verduzco, Project Coordinator, Arellano Associates  
Samantha Sosa, Assistant Project Coordinator, Arellano Associates

## **Introduction**

The Los Angeles County Metropolitan Transportation Authority (Metro) initiated the I-710 South Corridor Task Force (710 Task Force) to develop a community-supported, regionally significant, multimodal approach to addressing major mobility, safety, air quality, and equity needs for moving people and goods through the I-710 between the Ports of Los Angeles and Long Beach and State Route 60. The 710 Task Force will review and assess the purpose and need of investment in the I-710 corridor, develop multi-modal improvement strategies, identify programs and projects to advance these strategies, create an investment and implementation plan, and provide recommendations to the Metro Board in 2022.

The I-710 South Corridor Project Listening Sessions #1 and #2 were held on Wednesday, December 8th, 5:30-7:00pm and Thursday, December 9<sup>th</sup> 10:00-11:30am, respectively. The purpose of the Listening Sessions was to engage members of I-710 South Corridor communities in the process to develop a new plan and investment strategy that centers the needs of these local communities in the 710 Corridor Investment Plan that will be presented to the Metro Board in 2022. Information on the work of the 710 Task Force was presented – more importantly, the team gained input from community members on how the work of the 710 Task Force can best reflect the community’s vision, goals, and priorities. The public also shared their input on how the 710 Project Team can improve how we inform and engage the people that live and work in the corridor in this process.

The same meeting content was presented and discussed, and simultaneous interpretation in Spanish, Tagalog, and Khmer was provided for each of the Listening Sessions. The meeting was held virtually on Zoom. 55 community members participated in Listening Session #1, and 22 community members participated in Listening Session #2.

Before the meetings, the agenda and presentation were posted on the website. *Please see **Appendix A-C** for the meeting materials and **Appendix D** for the presentation slides.*

## **Listening Sessions #1 and #2 Online Meetings**

### **1. Welcome, Introductions, and Agenda Review (Erika C. B. Morales, Partner, Morales + Morales Partners)**

- > Erika C. B. Morales opened the meeting and welcomed the participants. The Interpreters provided call-in and interpretation details in Spanish, Khmer, and Tagalog. Ms. Morales also provided instructions on how to access technical support throughout the meeting, and how to utilize the “Q&A” or “Raise Hand” zoom functions to ask questions or communicate during the meeting.
- > Ms. Morales informed participants that there would be several opportunities to provide comments throughout the meeting, and at the end of the meeting. She encouraged community members to foster a safe and respectful space for conversation.
- > Michael Cano introduced himself as an Officer with the LA Metro Countywide Planning and Development Department. Ernesto Chaves introduced himself as LA Metro Director of LA Countywide Planning and Development Department, Highway Programs. KeAndra Cylear-Dodds introduced herself as LA Metro Executive Officer of Equity and Race.
- > Ms. Morales explained that the Listening Sessions were designed to present information on the work of the 710 Task Force and to gain input from community members on how the work of the 710 Task Force can best reflect the community’s needs, goals, and priorities.

### **2. Status of the Suspended I-710 South Corridor Project**

- > Mr. Chaves recognized that it has been a long time since there has been a Corridor-wide community meeting, and while some participants have followed this process over the years, he acknowledged the need to provide an overview of the suspended I-710 South Corridor project and an update on the New 710 Task Force.
- > Mr. Chaves provided a historical overview and a summary of the major milestones of the project.
- > In 2001, Metro initiated an initial study to develop strategies to remedy congestion and safety for passenger and vehicle issues from the South Bay Ports to the I-60. In 2008, an Environmental document examined improvements needed throughout the Corridor, including air quality, mobility, and other issues to be discussed in today’s meeting. In 2012, the first EIR/EIS report was circulated. There were several concerns with the proposals. In 2015, Metro proposed alternatives, including the option to add a lane on each side of the freeway and to create a separate truckway, an exclusive truck lane parallel to the freeway.
- > The evaluation of these alternatives was recirculated in 2017 through a revised EIR/EIS.
- > In 2018, the Metro Board adopted Alternative 5C, as the locally preferred alternative for the project, which included the modernization of the local interchanges along the freeway, widening of the

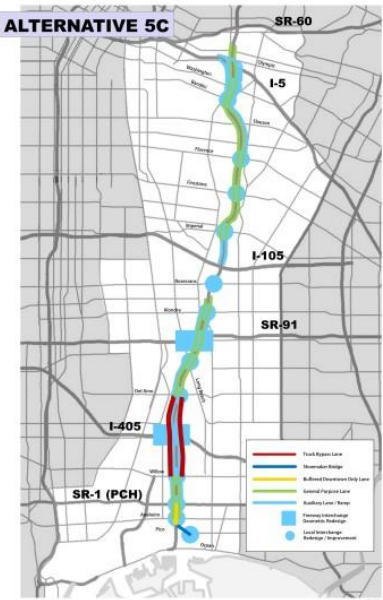
## *Metro I-710 South Corridor Listening Sessions #1 and #2 Summary Report*

freeway by one lane in each direction, and some programmatic elements including a Clean Truck Program and a Community Benefits Program.

- > Thereafter, the Metro Board directed staff to collaborate with stakeholders to create a multi-modal early-action program for investments in the Corridor that could be accomplished with local sales tax funds, and without the need for property acquisitions and relocations.
- > Mr. Chaves emphasized that property acquisitions have been a principal concern since the inception of this project.
- > Following this action by the Metro Board, Metro and Caltrans worked on the Final EIR/EIS.
- > In early 2021, when it became clear that the project would not meet the Air Quality Conformity Determination by the Environmental Protection Agency (EPA) and the Federal Highway Administration (FHWA), Caltrans' and the State's concerns with the freeway widening component in Alternative 5C was misaligned with current state climate change policies, and Metro's concerns with the potential displacement of homes and businesses, the project was suspended by the Metro Board of Directors and Caltrans.
- > In May of 2021, the LA County Board of Supervisors issued two motions regarding the Project.
- > LA County Supervisor Hilda Solis issued Motion 47, which directed Metro staff to immediately suspend work on the EIR/EIS. The Motion directed Metro to work with communities to re-evaluate the proposed Early Action Program to include non-freeway components, including improvements to the LA River and active transportation projects.
- > LA County Supervisor Janice Hahn issued Motion 48, which asked Metro staff to learn more about why federal Air Quality agencies would not support the project and to understand what needed to be accomplished to gain their support.
- > Both motions asked Metro staff to come back with a plan to re-engage with stakeholders in revisiting the purpose of and need for the project, and re-envisioning potential solutions for the Corridor.
- > Mr. Chaves clarified that since the Project was suspended by Metro in May of 2021, Alternative 5C is no longer being pursued by Metro or Caltrans.
- > Metro and Caltrans have started a new process to be described by Ms. Cylear Dodds and Mr. Cano later in the meeting.
- > Mr. Chaves shared lessons learned from the initial process. The first lesson was to ensure that dissenting opinions must formally reach the Metro Board. For example, the locally preferred option recommendation, Alternative 5C, was not favored widely. There was no way to reflect that formally in the recommendation to the Metro Board. Another lesson included the need for Metro to do a better job of informing the community about the Project and to authentically engage the community in the process by meeting people where they are, not using technical jargon, and ensuring that the community plays a key role in developing solutions. The following slide was reviewed.

## Suspended I-710 South Project

- > **Status:** Suspended (May 2021)
- > **Purpose:** Develop strategies to remedy congestion and safety for passenger and commercial vehicle issues from Ports of Long Beach and Los Angeles to I-60.
- > **Milestones:**
  - 2001– Initiation of major corridor study
  - 2012– First circulation of environmental impact report/statement (EIR/EIS)
  - 2017– Recirculation of EIR/EIS
  - 2021– Project Suspended
- > **Next Steps:** CalTrans and Metro wrapping up EIR/EIS



**M Metro**

See Appendix D for the full presentation

- > Mr. Cano continued the presentation regarding the I-710 Corridor project history and background.
- > Mr. Cano shared that a combination of racist public policies and inequitable transportation investment decisions made before the development of the I-710 freeway, has negatively affected the 710 corridor communities over the years.
- > Moreover, the pressure to meet the growing needs of the ports, the expansion needs of commerce, and the increasing need to serve the regional and national economy, has been placed on the communities along the Corridor.
- > Collectively, these policies have created severe long-lasting negative impacts on these communities, including increased traffic, safety concerns, poor air quality, poor health, overall poor quality of life of people living in these communities.
- > Mr. Cano emphasized the importance of understanding the Corridor history, the impacts of policies and decisions, and recognizing the concerns that have been raised and have not been heard and that we are hearing now with our partners. He said this is a new opportunity to include more of a community voice, to lessen negative impacts on the community, and to consider not only what to do with the freeway but other infrastructure in the Corridor (streets, transit, modal ships, freight railroads, etc.).
- > Mr. Cano said that within this context, and tasked by the Metro Board of Directors, Caltrans leadership, the mission of this process is to work in collaboration with the community to improve the existing conditions of the 710 Corridor communities.

### **3. The New 710 Task Force**

- > Mr. Cano explained that the 710 Task Force was created in September of 2021 to follow through on the Motions set forth by LA County Supervisors Solis and Hahn.
- > The Listening Sessions are one of the ways Metro and Caltrans are committed to working with the community to understand their needs and concerns.
- > The Task Force will bring together members of the community and regional partners to create a regional plan that will address stakeholder needs and concerns and to improve the mobility, safety, and overall quality of life of local 710 Corridor communities.
- > Mr. Cano introduced Ms. Cylear-Dodds, the Metro Executive Officer for Equity and Race.
- > Ms. Cylear-Dodds emphasized that in this new approach, Metro and Caltrans will work with the 710 Task Force to center equity in the process and project outcomes. This means ensuring more meaningful engagement with the people who work and live along the Corridor; exploring how different solutions can bring different benefits, especially those that can address the needs and disparities that exist; developing multimodal approaches to delivering benefits for these communities while improving regional mobility, safety, and air quality.

### **4. 710 Task Force Membership**

- > Ms. Cylear-Dodds shared an overview of the Task Force composition. The 710 Task Force is a large group of stakeholders, community members, and others that represent the corridor. There are many more organizations and interest groups involved in this process that weren't involved in the previous EIR/EIS process.
- > Ms. Cylear-Dodds underscored the importance of direct and consistent participation of people who live and work along the Corridor. Metro and Caltrans are creating a Community Leadership Committee comprised of community members, that will help inform the goals, the vision of the work and regularly review and give input on the proposals and recommendations alongside the Task Force.
- > Ms. Cylear-Dodds encouraged community members to participate in the Community Leadership Committee. Any community member interested should type their name and email address or phone number in the question-and-answer box.

### **5. 710 Task Force Progress to Date**

- > Ms. Cylear-Dodds provided an overview of the 710 Task Force progress to date.
- > Since the 710 Task Force was established, two meetings have been held. There will be a third Task Force meeting on Monday, December 13th.
- > In addition to the Task Force meetings, Metro and Caltrans convened three working group meetings: Community Engagement, Charter and Community Agreements, and the Clean Truck Program.
- > The Community Engagement Working Group provided input on the protocols for the Listening Sessions and the development of the Executive Steering and Community Leadership Committees.



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- > The Charter and Community Agreements Working Group focused on how the Task Force will make decisions, how it will be led, and how it will function. This group also helped inform the formation of the Community Leadership Committee and the Executive Steering Committee.
- > The Clean Truck Program discussed the different opportunities, challenges, and considerations for adopting a Clean Truck Program along the Corridor.
- > Ms. Morales highlighted three statements from the first graphic illustration (see below): a safe space where trust and transparency are guiding elements, community collaboration, engagement, and input are of priority, and consistent communication and access to information are key.



- > Ms. Morales affirmed that the Task Force is on the right path to address issues. She thanked Metro for acknowledging the history and looks forward to learning what the Task Force recommends for the Corridor.

## 6. Community Discussions on the future of the I-710

- > Ms. Morales opened the Listening Session discussion by encouraging the public to close the previous chapter on the history of the project and move forward.
  - > Participants were encouraged to use the “raise hand” feature to indicate if they would like to comment. Participants were offered an additional option to add their responses and questions to the Google Document that could be accessed with the Google Document Link in the meeting “Chat” section.
  - > Below are the guiding questions and a summary of concerns expressed by community members. 15 community members provided public comments. 22 community members asked questions and provided comments in the “chat” section of the webinar. For detailed comments, please see Appendix C.
- 
- What are community concerns about the original I-710 South Corridor project and process?
  - What are community goals/vision for the I-710 South Corridor?
  - What needs must be addressed?
  - What are the best ways to share information and engage with communities through the new 710 Task Force process?
- 
- ***What are community concerns about the original I-710 South Corridor project and process?***
    - *The project also came to a halt because of community outcry. Metro/Caltrans delegitimized local expertise.*
    - *The original proposal was a freeway widening project which would have meant more traffic, greater health risks to I-710 South Corridor residents due to more air pollution, increased noise pollution, as well as the displacement of homes and businesses.*
    - *Community members know what is best for their community and want to lead the process.*
    - *The process needs to be transparent to restore trust with Metro and Caltrans.*
  - ***What are community goals/vision for the I-710 South Corridor?***
    - *Environmental emissions reductions and a zero-emissions trucks policy should be a priority across the entire corridor.*
    - *Greener and sustainable options need to go beyond clean air vehicles to reduce pollution. Green and vegetated areas should be added and enhanced.*
    - *Varied goods movement options beyond the freeway.*
    - *Reduced volume of ships/containers coming into the ports.*
    - *Electrify the goods movement.*



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- *Increase bike and walking paths options.*
- *Reduce the number of trucks and overall traffic on the I-710.*
- *Eliminate environmental racism. There should be no displacement of homes and businesses.*
- ***What needs must be addressed?***
  - *Poor air quality.*
  - *Lack of safety.*
  - *Increased traffic congestion.*
  - *Increased truck traffic congestion.*
  - *Increased noise.*
  - *Increased light.*
  - *Increased car/truck accidents.*
  - *Negative health effects of people who live along the Corridor.*
  - *Lack of vegetation along the Corridor.*
  - *Lack of inclusion of LA River, which runs along the Corridor.*
  - *Impact of decisions on future generations.*
  - *Tangible plan against displacement.*
- ***What are the best ways to share information and engage with communities through the new 710 Task Force process?***

### ENGAGE COMMUNITY

- *Community members need to be at the center of this process.*
- *Meet the community where they are at; knock on doors, pass out flyers, join community meetings, make phone calls, join local conversations, activities, etc. Rely on community organizations, neighborhood associations, community centers, places of worship, clubs, schools, etc.*
- *The younger generation needs to be engaged; Decisions made now will impact future generations. Use social media, such as TikTok, to reach the younger generation.*
- *In-person meetings are essential. Outdoor meetings have been done. The webinar model is impersonal and inaccessible.*
- *Consider a hybrid meeting model.*
- *Listening Sessions should be listening sessions. Metro does not have to respond to every comment or question during these sessions.*

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- *The engagement process must be accessible and organized with set meeting times made public in advance.*
- *Meeting times must be accessible and need to be respectful of people's work and school schedules.*
- *Community members should have the opportunity to participate in the Working Groups.*
- *Demystify the participation process. What types of meetings are there? When are the meetings? Share information with the public with advance notice.*
- *Use School District Communications tools such as BlackBoard to reach teachers, parents, and students.*

### **PROCESS ISSUES**

- *How will the community input be weighed against conflicting input from other stakeholders (e.g., commerce).*
- *Prioritize people over commerce.*
- *The process needs to be outlined so that the community understands when final decisions will be made so the community has the power.*

## **7. Closing Comments and Thank you**

- > Ms. Morales shared information about the additional Task Force Meetings. Task Force Meeting #3 will be held on December 13<sup>th</sup> at 5:00 PM, Meeting #4 will be held on Monday, January 10<sup>th</sup> at 5:00 PM, and Meeting #5 will be held on Thursday, February 17<sup>th</sup> at 5:00 PM.
- > Ms. Morales emphasized that all project materials and the project calendar can be accessed at [metro.net/projects/i-710-corridor](http://metro.net/projects/i-710-corridor).
- > Ms. Morales thanked the community for joining the meeting.
- > Mr. Cano thanked the community for their interest and input in improving this new community engagement process and redirecting the previous process to a process that will bring benefits to the communities, and the lives of those living and working along the Corridor.

## **8. Meeting Adjournment**

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## 710 Task Force

**Listening Sessions #1 Agenda / Agenda de Sesión #1 para Escuchar Opiniones Públicas**  
**Wednesday, December 8, 2021 from 5:30 pm to 7:00 pm / Miércoles 8 de diciembre de 2021**  
**de 5:30 pm a 7:00 pm**

**Meeting Link /enlace de reunión:** <https://bit.ly/30VX2pG>  
**Meeting ID / ID de reunión:** 857 2219 2352  
**Passcode / Contraseña:** 5851  
**Call-in:** 213.338.8477

**Llamada en español:** 872.240.3212  
**Código de acceso:** 290-700-629

**សេចក្តីលម្អិត អំពីការហៅចូលប្រជុំ:** 646.749.3335  
**លេខកូដចូលប្រជុំ:** 130-661-317

**Mga Detalye sa Call-in sa Pagpupulong :** 571.317.3122  
**Kodigo:** 195-017-525

Interpretation in Spanish, Khmer and Tagalog will be provided.

- 5:30pm** > Introductions, Welcome and Agenda Review / *Introducciones, bienvenida y revisión de la agenda*
- 5:35pm** > Status of the *Suspended I-710 South Project* and the *New I-710 Task Force* / *Estado del Proyecto suspendido del Corredor Sur del I-170 y el nuevo Grupo de Trabajo 710.*
- 6:10pm** > Community Discussions on the future of the I-710 / *Discusiones de la comunidad sobre el futuro de la I-710*



- What were your concerns about the original I-710 South project and process? / *¿Que fueron sus preocupaciones sobre el proyecto y proceso original de la I-710 Sur?*
- What are your goals/vision for the I-710 South Corridor? *¿Cuáles son sus metas / visión para el Corredor Sur de la I-710?*
- What needs must be addressed? / *¿Qué necesidades deben abordarse?*
- What is the best way to share information and engage with you and your communities through the new 710 Task Force process? / *¿Cuál es la mejor manera de compartir información e interactuar con usted y sus comunidades a través del nuevo proceso del Grupo de Trabajo 710?*

**6:55pm**

> Closing Comments and Thank You / *Comentarios finales y gracias*





## I-710 Task Force

**Listening Session #2 Agenda / Agenda de Sesión #2 para Escuchar Opiniones Públicas**  
 Thursday, December 9, 2021 from 10:00 am to 11:30 am / *Jueves 9 de diciembre de 2021 de 10:00 am a 11:30 am*

**Meeting Link / enlace de reunión:** <https://bit.ly/32vsYBT>

**Meeting ID / ID de reunión:** 867 0914 1955

**Passcode / Contraseña:** 5851

**Call-in:** 213.338.8477

**Llamada en español:** 872.240.3311

**Código de acceso:** 580-060-381

**សេចក្តីលម្អិត អំពីការហៅចូលប្រជុំ:** 646.749.3335

**លេខកូដចូលប្រើ:** 929-255-477

**Mga Detalye sa Call-in sa Pagpupulong:** 872.240.3412

**Kodigo:** 490-096-549

Interpretation in Spanish, Khmer and Tagalog will be provided.

- 10am > Introductions, Welcome and Agenda Review / *Introducciones, bienvenida y revisión de la agenda*
- 10:05am > Status of the *Suspended I-710 South Project* and the *New I-710 Task Force* / *Estado del Proyecto suspendido del Corredor Sur del I-170 y el nuevo Grupo de Trabajo 710.*
- 10:40am > Community Discussions on the future of the I-710 / *Discusiones de la comunidad sobre el futuro de la I-710*
  - What were your concerns about the original I-710 South project and process? / *¿Que fueron sus*



*preocupaciones sobre el proyecto y proceso original de la I-710 Sur?*

- What are your goals/vision for the I-710 South Corridor? *¿Cuáles son sus metas / visión para el Corredor Sur de la I-710?*
- What needs must be addressed? | *¿Qué necesidades deben abordarse?*
- What is the best way to share information and engage with you and your communities through the new 710 Task Force process? | *¿Cuál es la mejor manera de compartir información e interactuar con usted y sus comunidades a través del nuevo proceso del Grupo de Trabajo 710?*

11:25am

> Closing Comments and Thank You | *Comentarios finales y gracias*

## APPENDIX C: Public Comment

Both written and verbal comments were given. Written comments are listed first and as documented as provided by the participant, followed by verbal comments transcribed by Metro staff.

### ***Written Comments***

#### Ghirlandi Guidetti

It might already be in the planned presentation, but it would be helpful to state the Task Force's timeframe

#### Katrinka Foster

How many homes are going to be impacted? Are we looking at 5 or more years?

#### Jay Grosflam

Can I comment before my cell runs out of power?

#### Ghirlandi Guidetti

How will community input be weighed against conflicting input from other stakeholders (e.g., commerce)? Can Metro commit to prioritizing people over commerce?

#### Mariana Varela

What greener and sustainable options have been proposed for the Corridor project in the long run besides relying on clean air vehicles to reduce pollution? The expansion of adding additional lanes will remove crucial vegetation such as eucalyptus which sucks CO2 out of the air and reduces noise pollution. Will there be green and vegetated areas added as well?

#### Alan Fishel

Just how necessary is the widening of the 710 for trucks and auto traffic? Why are the containers not loaded on trains at the port or near the port for movement on trains in the Alameda Corridor? For all containers that are going out of the area can be sorted inland away from the port and freeing the 710 from much of the container traffic now on the freeway. With the containers on trains and not trucks on the 710, the freeway would be free from this traffic removing the need for widening the freeway.

#### Carlos Ovalle

Goals for the 710 Corridor? Reduction of pollution by working with the port to electrify all goods movement.

What needs must be addressed? Everything ought to be about the community. Only a minuscule portion of the profits generated by the goods movement remain in the community, while the vast majority of the detriment remains here.

What is the best way to share info? There isn't one way. Rely on community organizations, neighborhood associations, community centers, places of worship, clubs, schools, etc.

Clara Solis

I go to so many meetings. It may have been a Metro Gold Line meeting. What they did is they had outdoor meetings socially distanced with a monitor and microphone. So a hybrid meeting was held but the outreach was poor.

Adriana Ferrante

What is the point of this Task Force if the project was canceled in the first place mainly because of pollution? Also, I'm annoyed by the covid excuse for everything. Long Beach has in-person meetings, so this whole excuse is just that an excuse. This whole thing seems like some sort of lobbying for the 710 corridor project which is completely unnecessary to us as human beings.

Manuel A. Sánchez

Doesn't freeway expansion - that is, adding lanes - ultimately just add more congestion, as traffic increases to fill up the added lanes? How will this be any different here?

Natalia Ospina

How will Metro document the input received from the public and community members? Will notes from meetings and listening sessions be publicly available?

Jamila Cervantes

You all don't need to answer this but please post it for the purposes of community dialogue! Respectfully, there are orgs with tiny budgets with participants ages 5 to 60+ who have gathered people online on multiple occasions (by literally sending them tech, helping them days in advance with tech, and having multiple ways to engage) and to be honest, you all should humbly work with these organizations. Not having people, "join your conversations," but having you all join ours. In terms of what I want to see: health impacts addressed, decreased car/truck traffic and investment in public transportation (e.g. there's legit one 108 bus running every hour across Slauson outside of rush hour), an investment in green spaces, and improvements to LA River (considering that the river and 710 run parallel to each other), biking and walking accessibility near the freeway entrances and a tangible plan against displacement.

Natalia Ospina

Freight rail itself also has significant impacts on the surrounding communities, which should be emphasized.

Katrinka Foster

If you are interested in the Task Force where are the meetings?

Laura Cortez

My hand is raised to comment for a community member who had to leave.

Issa M.

That this was being conducted without community input; that west LB and Wilmington are being affected negatively.

Matt

I am glad the EPA was involved. My primary concern is that the project will generate greater throughput in the corridor at the cost of decreased air quality and increased noise pollution. Any solution considered must both decrease air pollution and decrease noise pollution in the corridor.

Joe Linton

There are discrepancies in the timeline shared. The EPA letter says concerns were shared with Metro in November 2020. Metro representatives keep saying these concerns were raised in 2021. Metro failed to share.

Matt

Ideally, I would like to see a solution that moves the main arteries of goods movement further from communities, using more rail that is much less polluting overall and lessening of traffic on the 710.

Joe Linton

There are discrepancies in the timeline shared. The EPA letter says concerns were shared with Metro in November 2020. Metro representatives keep saying these concerns were raised in 2021. Metro failed to share the concerns in the January 2021 710 project community meeting. Mr. Chavez - why did you not share EPA's ruling in January - were you aware of it at the time? Why was the EPA's ruling covered up for months?

Also - did Metro do the air quality conformity analysis that the EPA says was required? It feels like Metro did some kind of (perhaps preliminary) air quality analysis and has kept it from the public. What did Metro's studies show?

Issa

Is there a compiled list of community-based organizations that you have reached out to?

Vincent Chairez

Not a big concern and totally premature, but any major construction be done overnight to lessen the burden of commuters.

Ana E.

Where will the recording of this meeting be made available?



## ***Verbal Comments/Questions***

Vincent Chairez

I live on Willow and Golden in LB; Why was the original environmental report rejected?

Paola Dela Cruz-Perez

I am a resident of Compton and a representative of East Yard Communities. I want to remind all that this project came to a halt because of community outcry; it was not Metro on their own that came to this conclusion. The current community engagement process is not accessible and incredibly disorganized - meeting times are not accessible and various meetings are confusing. There are no set meeting times and made public - materials are sent super late. In the new committee and groups being designed once again, community members are not at the center and they need to be.

Dilia Ortega

I represent Communities for a Better Environment, and I live in South Gate; Having a meeting at 10 am is disrespectful and many are working and cannot attend; we need flyers and in-person engagement.

Paola Dela Cruz-Perez

We as community members know what is best for ourselves and live here and need to be uplifted; Caltrans and Metro need to realize that we are the stakeholders and are leading this process not them; we need zero emissions across the entire corridor and we don't need any more environmental racism and no displacement of homes and businesses; each block is different and there has to be both virtual and in-person engagement; have food to get people to come; center meetings along the school schedule to have kids participate and we need the younger generation to be involved as they will be affected.

Dilia Ortega

There is a lot of mistrust between the community and Metro/Caltrans; this needs to be worked on; the process needs to be outlined and we need to understand when the final decision process will be so the community has the power.

Daisy Lomeli

Councilmember in Cudahy and Teacher; I am thankful that you had one meeting in the evening and the a.m. so I could attend, but I do encourage more evening meetings. We need better awareness of the meetings - I only learned about this a few days ago. I echo earlier sentiment to go back to basics and tap into schools such as flyers in kids' backpacks.

Daisy Lomeli

Could you share what was said yesterday so those today can get a sense of the discussion?

Mary Arias

What are the impacts of this project regarding traffic and what proposed ideas do you have to deal with it?

Jamila Cervantes

I am from the City of Maywood. I appreciate comments from Ernesto about lessons learned, but I do have continued concern - as there is a lot of lip service; so many meetings it makes it difficult for people to attend. Need more set times for these meetings so working families can attend. And what about families with low literacy rates? How will these needs be addressed?

Laura Cortez

I am a Bell Gardens resident. I am concerned with the development of the CAC (Community Leadership Committee). Meetings are being held during the day, which is not inclusive to community members that work; as we develop systems we should develop community membership understanding and purpose - folks on these committees don't understand and drop off; need more early notice and set times for these meetings so people are prepared; materials are still sent only a few days before which is not enough time; webinar format is very isolating and de-humanizes the process; we need to be together.

Carlos Ovalle

We should be the primary stakeholders. We don't know how many people are in the room. We can't see their pictures. This is not a friendly process. Regional partners are the companies that we are subsidizing like Walmart.

Clara Solis

Concerns about the earlier project was that it was a widening project. It increased cancer risk but didn't reduce traffic. The Task Force represents the industry. It doesn't include reducing trips on the 710. What type of outreach are you doing in the communities? Are you going door to door in the communities? Are you doing outdoor meetings? Proper outreach needs to be done. Why are you having meetings so close to Christmas? People are really busy. I couldn't share the link because it wasn't in the email. How many people do we have in this meeting? Gather statements on the goals and strategies like modal shifts and taking trips off the road.

Vivian Hohenbeck

I wouldn't be able to join in these meetings were not done on Zoom. I want to echo other concerns about being able to access meetings.

Marcos Lopez (comments given by Laura Cortez)

Marcos wanted to mention multimodal ways to get around like bike and pedestrian routes that are safe, some are safe in the area but not all, and that needs to be addressed. He is concerned that this is a listening session but Metro's need to respond makes it feel more like a conversation. You should ask if commenters want to be responded to.

# Welcome!

*We will begin in a few moments.*



Metro





Metro

710

Metro

We're developing a new vision for the 710 corridor.

I-710 TASK FORCE





**To listen to the meeting in another language:**

**Español:**

- *Llamada en español: 872.240.3311*
- *Código de acceso: 580-060-381*

**Khmer:**

- *សេចក្តីលម្អិត អំពីការហៅចូលប្រជុំ: 646.749.3335*
- *លេខកូដចូលប្រជុំ: 929-255-477*

**Tagalog:**

- *Mga Detalye sa Call-in sa Pagpupulong : 872.240.3412*
- *Kodigo: 490-096-549*

**Tech Support - Google phone line/text**

- *Phone: 323.609.3345*
- *monitoring, translation support*



# Raise Hand / *Levantarse la mano*



*During the comment sessions:*

- > Click **Raise Hand** in your meeting controls or
- > **Press\*9** on the phone line.
- > To lower your hand, click **Raise Hand** in your meeting controls.
- > Comments & questions can also be provided in writing by using the **Chat** function.
- > The **Chat** button is located on the control panel at the bottom of your screen.
- > If you're listening in on our Spanish, Khmer or Tagalog **phone** call-in lines and have a question or comment, please **press \*6** to unmute yourself and let the interpreter know.

- > *Haga clic en “**Raise Hand**” o “**Levantarse la mano**” en los controles de la reunión o*
- > ***Presiona \*9** en la línea telefónica.*
- > *Para bajar la mano, haga clic en “**Raise Hand**” o “**Levantarse la mano**” en los controles de la reunión.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Chat**.*
- > *El botón **Chat** se encuentra en el panel de control en la parte inferior de la pantalla.*
- > *Si está escuchando nuestras líneas telefónicas en español, jemer o tagalo y tiene una pregunta o comentario, presione \* 6 para abrir la línea y avisar al intérprete.*

# Welcome, Introductions, & Agenda

# Facilitators and Presenters



**Erika C.B. Morales**

Partner, Morales + Morales Partners



**Ernesto Chaves**

LA Metro, Highway Programs



**Michael Cano**

LA Metro, Countywide Planning



**KeAndra Cylear Dodds**

LA Metro, Equity and Race



# Goal, Objectives, and Format

## Goal

The Listening Sessions are designed to present information on the work of the 710 Task Force and, most importantly, to gain input from community members on how the work of the 710 Task Force can best reflect the community's needs, goals and priorities.

## Objectives

During these two meetings we will:

- > Provide an update on the status of the suspended I-710 South Environmental Impact Report/Statement (EIR/EIS)
- > Review the purpose and process for the new 710 Task Force
- > Discuss community concerns, goals, and visions for the I-710 South Corridor and listen for recommendations on the best ways for Metro and Caltrans to keep the community engaged in the process

# Thanks for Joining Us!

## Agenda

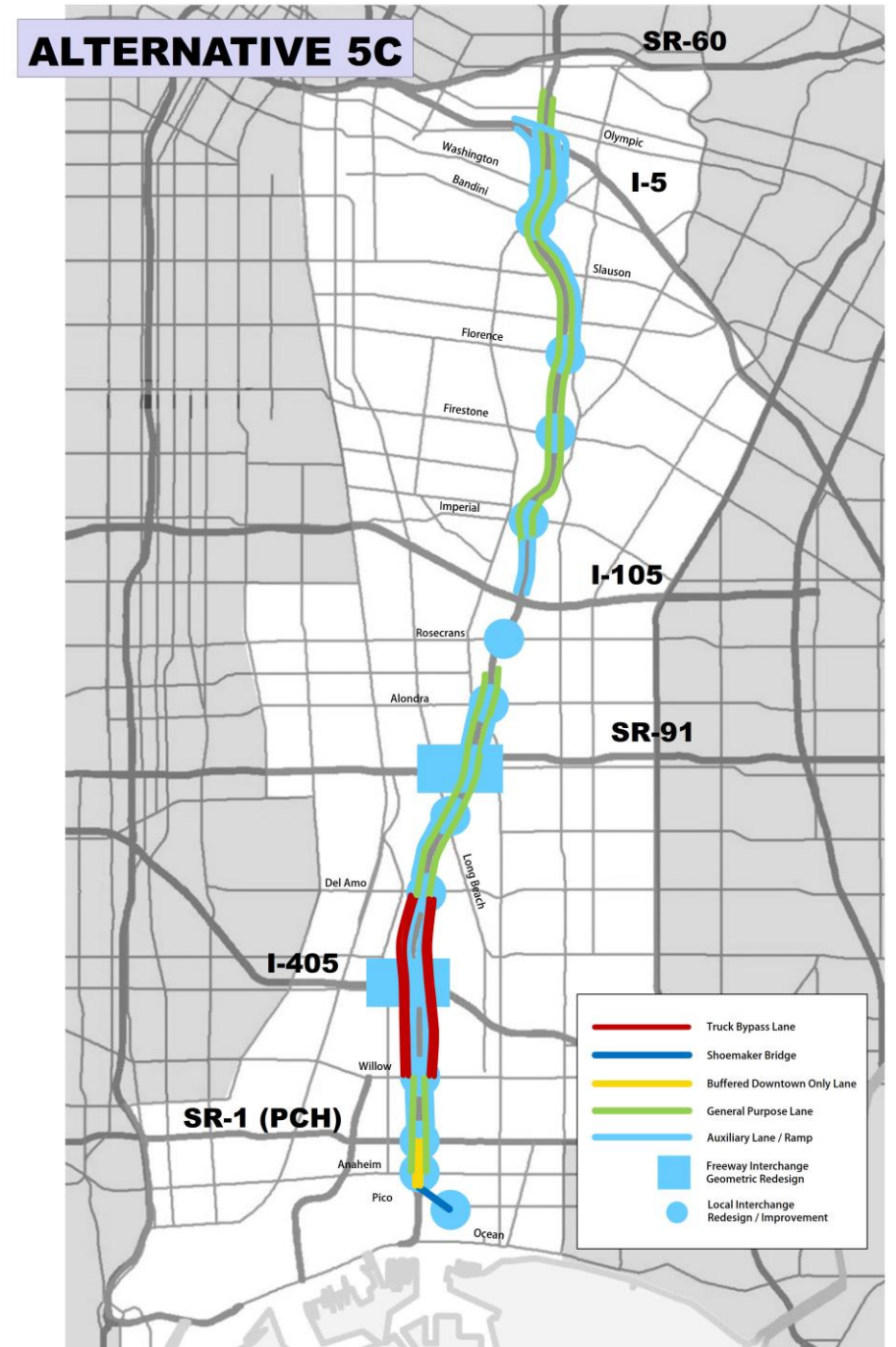
- 5:30 pm Welcome, Introductions & Agenda
- 5:35 pm Status of the Suspended I-710 South Project & the New 710 Task Force
- 6:10 pm Community Discussions on the Future of the I-710 Corridor
- 6:55 pm Closing Comments & Thank You

# Project History



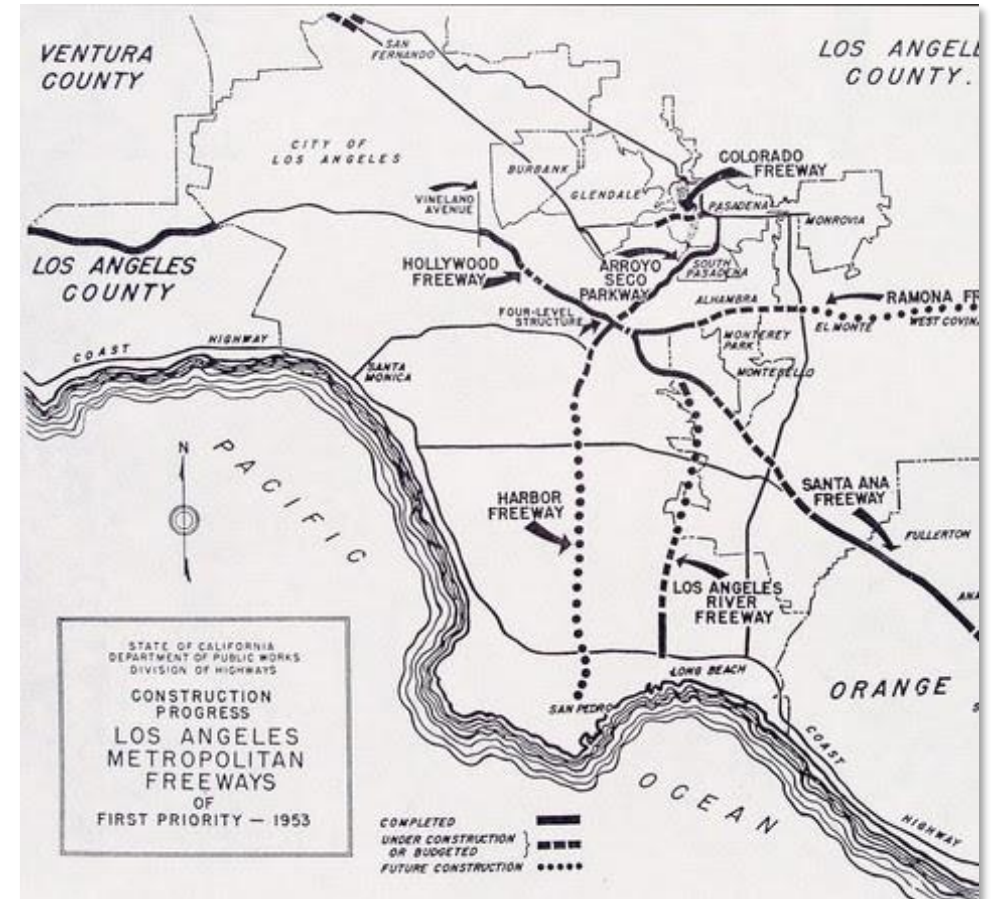
# Suspended I-710 South Project

- > **Status:** Suspended (May 2021)
- > **Purpose:** Develop strategies to remedy congestion and safety for passenger and commercial vehicle issues from Ports of Long Beach and Los Angeles to I-60.
- > **Milestones:**
  - 2001 – Initiation of major corridor study
  - 2012 – First circulation of environmental impact report/statement (EIR/EIS)
  - 2017 – Recirculation of EIR/EIS
  - 2021 – Project Suspended
- > **Next Steps:** CalTrans and Metro wrapping up EIR/EIS



# I-710 Corridor History and Background

- > The 710 Corridor communities have experienced impacts from inequitable transportation investment decisions long before the 710 freeway was constructed and opened in 1964 .
- > Public policy in the past allowed racial segregation through redlining policies that affected patterns of development, financial investment, infrastructure & social dynamics in LA County communities.
- > The movement of goods to and from the Ports of LA and Long Beach and regional logistics and distribution centers located along the 710 Corridor has created negative public health, economic, safety and quality of life impacts for corridor communities.
- > Collectively, these policies have created severe, long-lasting effects on communities – which are only exacerbated by the growth in regional population and movement of goods through the ports.
- > To invest effectively in the 710 Corridor, we must understand these past inequitable decisions and their enduring, generational impacts on the 710 communities today.





# 710 Task Force

# 710 Task Force: Re-envisioning the Project

- > **New Process and Plan:** The Metro Board called for a new process for examining how to make improvements within the 710 Corridor that focused on collaboration with affected communities and local stakeholders. In response, Metro and Caltrans initiated the 710 Task Force in September 2021.
- > **Goal:** Develop a collaborative engagement process where local stakeholders, impacted communities and regional partners can work together to develop a new approach to investing in the 710 Corridor that will reduce disparities, increase benefits and improve mobility and safety within the corridor for local residents and the regional movement of people and goods
- > **Equity:** Metro and Caltrans will work with the 710 Task Force to center equity in their work by seeking engagement with impacted communities, understanding disparities experienced, and developing multimodal approaches to delivering benefits for these communities while improving regional mobility, safety, and air quality.

# 710 Task Force Membership



# 710 Task Force Progress to Date

- > Metro and Caltrans have held two **710 Task Force Meetings**.
- > Metro and Caltrans convened **working groups** (Community Engagement, Charter and Community Agreements, and Clean Truck Program) with 710 Task Force members.
- > The **Community Engagement** working group met and provided input on this listening session and the development of a future community advisory committee.
- > The **Charter and Community Agreements** working group discussed the decision-making process, leadership structure of the 710 Task Force, and other aspects of how the 710 Task Force will function.
- > The **710 South Clean Truck Program** working group was convened for an initial discussion on the Metro Board's directive to create a new Clean Truck program.



WELCOME!



BUSINESSES ALONG 710

HOW DO WE DEFINE COMMUNITY?

ANYONE WHO LIVES DRIVES OR WORKS NEAR CORRIDOR  
 ADVOCATES LOCAL DIVERSE COMMUNITIES



ALL MODES OF MOVERS

REGARDLESS OF HOUSING TYPE

WHAT ARE YOUR EXPECTATIONS FOR EACH OTHER

OPENNESS TO IDEAS



WHAT DOES CONSENSUS LOOK LIKE FOR YOU?

70%+ AGREEMENT ON ISSUES

SHARED VALUE

FULL AGREEMENT



WE'RE IN THIS TOGETHER

WHAT SHOULD BE THE PURPOSE OF INITIAL COMMUNITY ENGAGEMENT ACTIVITIES



TO GET A SENSE OF WHAT THEY WANT TO SEE

INTRODUCE WHAT WE'RE DOING



THIS WILL BE A PROCESS

UNDERSTANDING THEIR NEEDS



GET FEEDBACK ON IMPACT ON PEOPLES LIVES

TO REMOVE ANY BLOCKS FROM COMM. INPUT



CREATE AWARENESS



ENCOURAGE PARTICIPATION

IDENTIFY COMMUNICATION METHOD

MEETINGS SOCIAL MEDIA

MORE MEETINGS

HELP GOV AND METRO IMPROVE LEGITIMACY TRANSPARENCY OF DECISIONS

TWITTER ACCOUNT FOR UPDATES

FOCUS ON THOSE NOT INCLUDED BEFORE



WALK THE BEAT

WE NEED TO EXAMINE THE COMMUNITY VOICE

GIVE CONTEXT AND HISTORY

DOOR KNOCKING



HOW WILL WE MAKE DECISIONS?  
 LISTENING RESPECTFULLY

SHARED GOALS



CONSENSUS CHECKPOINT



START W/ THINGS WE AGREE ON ALREADY





# COMMITMENTS TO THE COMMUNITY

WHAT CAN WE COMMIT TO DOING?  
MEETS CLEAN AIR ACT  
8617 LAW

ONGOING DIALOGUE

WHAT ROLE SHOULD COMMUNITY MEMBERS HAVE IN TASK FORCE

BE INCLUDED NOT IGNORED  
ACT AS A BOARD  
CENTERED IN CONVERSATION  
APPROVAL BOARD

RETHINKING HOW WE POSITION PUBLIC IN FUTURE MEETINGS



CAN WE SEE TASK FORCE SIGN-UPS?

CAN WE HAVE SOUND WALLS?

I'LL HELP HOWEVER I CAN!

POLLUTION IS VISIBLE

MANY DON'T WANT AN EXPANDED 710 FREEWAY... WHY NOT THE 103?

ITS DISRESPECTFUL TO NOT GIVE ADEQUATE NOTICE OF MEETING

BIG NO STOP FREEWAY EXPANSIONS

NEED VARIOUS FORMS OF COMMUNICATION

1-MIN. IS NOT ENOUGH



MORE TIME FOR PUBLIC COMMENT

ALLOW PUBLIC COMMENT AFTER EACH SECTION

INCLUDE LAW ENFORCEMENT

PUBLIC ACCOUNTABILITY FOR TAX SPENDING

# TASK 710 FORCE

PUBLIC COMMENT



ENSURING A CONTINUOUS COMMUNICATION LOOP

COMMUNITY MEETUPS WORK!

IS THIS PROCESS WORKING?

CAN WE RESPOND TO QUESTIONS BEFOREHAND THEN DISCUSS

WE NEED SOMEONE TO ADDRESS QUESTIONS IN CHAT

710 SOUTH CLEAN TRUCK PROGRAM

RECOMMIT \$50 MILLION



ZERO EMISSION TRUCKS ASAP

WE MUST BUILD THE INFRASTRUCTURE TO CHARGE THEM

EXECUTIVE ORDER N-19-21

WORKING TO ALLEVIATE PORTS



# Questions for I-710 South Corridor Community Members

- > What were your concerns about the original I-710 South project and process?
- > Do you have any questions about the information presented?



# Community Discussions



# Discussion Format

- > We've identified three guiding questions
- > Please use the virtual raise hand function to get in the queue or submit a question in writing via the Chat function
- > Each speaker will have an opportunity to provide a brief comment and the facilitator will guide the conversation to maximize as many speakers as time allows
- > The project team will provide a summary of comments to the 710 Task Force after the sessions are complete
- > The 710 Task Force will reflect on outcomes from the listening sessions and integrate community needs, goals, and priorities in the process of developing recommendations

# Questions for I-710 South Corridor Community Members

- > What are your goals/vision for the I-710 South Corridor?
- > What needs must be addressed?
- > What is the best way to share information and engage with you and your communities through the new 710 Task Force process?

# Next 710 Task Force Meeting Dates

- > Meeting #3: Monday, December 13, 2021 at 5:00 PM
  - Webinar Link: <https://bit.ly/3xksjyu>
  - Webinar ID: 881 5503 3286
  - Passcode: 5851
  - English Call-In: (213) 338-8477
  
- > Meeting #4: Monday, January 10, 2022 at 5:00 PM
- > Meeting #5: Thursday, February 17, 2022 at 5:00 PM

Additional meeting dates will be announced at the January 10, 2021, meeting.

# Stay connected to this project



Michael Cano, *Deputy Executive Officer,*  
*Countywide Planning & Development*  
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**Thank you for  
joining us!**