



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

I-710 TASK FORCE



Metro

# Welcome!

*We will begin in a few moments.*

**710 Task Force Meeting #6**

March 14, 2022

# Facilitator



**Erika C.B. Morales**  
Partner, Morales + Morales Partners



To listen to the meeting in another language:

## **Español:**

- > *Llamada en español:* 571.317.3122
- > *Código de acceso:* 638-484-501

## **Khmer:**

- > សេចក្តីលម្អិត អំពីការហៅចូលប្រជុំ: 646.749.3122
- > លេខកូដចូលប្រជុំ: 738.834.117

## **Tagalog:**

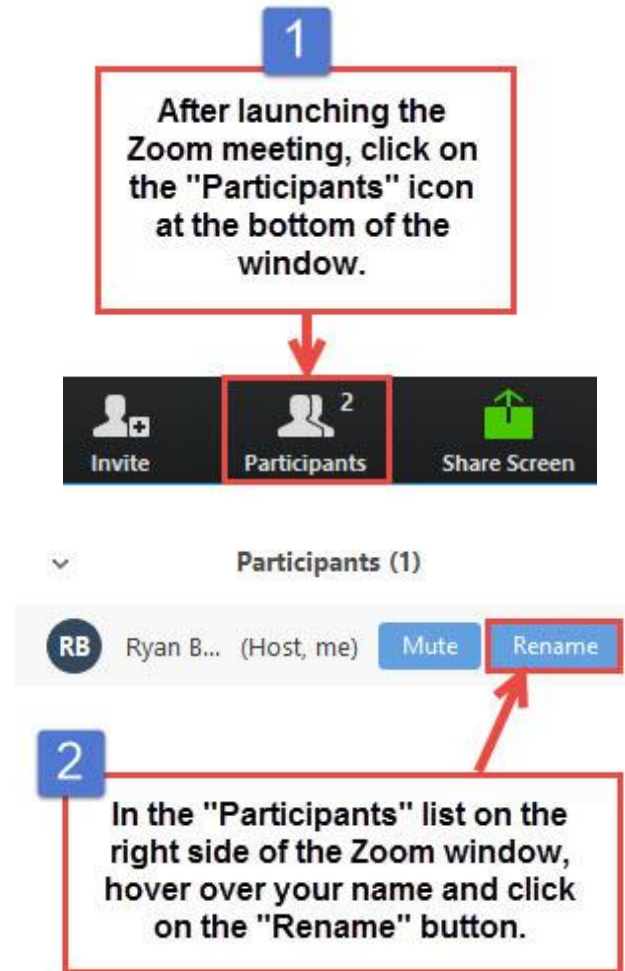
- > *Mga Detalye sa Call-in sa Pagpupulong:* 571.317.3112
- > *Kodigo:* 792-615-821

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

- > Phone: 323.609.3345
- > Monitoring, translation support

# Task Force Member Identification

Task Force Members, please change your Zoom screen name to include: Name and Organization Name



# Raise Hand / *Levantarse la mano*



- > 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 **Q&A** function.
- > The **Q&A** 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 **Q&A**.*
- > *El botón **Q&A** 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!**

# Meeting Objectives

- > Task Force to
  - Preview the Equity Working Group
  - Vote to confirm the Community Leadership Committee Membership
  - Receive an Existing Conditions update
  - Review and discuss a preliminary Vision & Goals Statement

# Agenda

- 5:00 pm**      **Welcome, Introductions, Agenda Review, Meeting Objectives** (5 minutes)
- 5:05 pm**      **Agenda Item #1: Project Team and Working Group Report Outs** (60 minutes)
- 6:05 pm**      **Agenda Item #2: Vision & Goals** (70 minutes)
- 7:15 pm**      **General Public Comment and Closing Remarks** (10 minutes)
- 7:25 pm**      **Upcoming Meetings** (5 minutes)

# Detailed Agenda

**5:00 pm**      **Welcome, Introductions, Agenda Review, Meeting Objectives** (10 minutes)

**5:05 pm**      **Agenda Item #1: Project Team and Working Group Report Outs** (60 minutes)

1.1 Status Report on Outstanding Items (10 minutes)

- a. Revised I-710 South Corridor Task Force Charter Update
- b. Coordinating Committee Update
- c. Equity Planning & Evaluation Tool (EPET) Update

1.2 Meeting Report Outs (50 minutes)

- a. Working Group Report Outs (15 minutes)
  - i. Zero-Emission Truck (formerly Clean Truck)
  - ii. SB 671 Nomination and Letter of Support
  - iii. Community Engagement Strategy
    - Community Leadership Committee Evaluation Criteria
- b. CLC Membership Proposal & Vote (35 minutes)
  - i. Task Force Discussion (15 minutes)
  - ii. **Public Comment** (10 minutes)
  - iii. Vote to confirm Community Leadership Committee Membership (10 minutes)

**6:05 pm**      **Agenda Item #2: Vision & Goals** (70 minutes)

2.1 Overview and Update (10 minutes)

- a. Vision & Goals: Phase II Consensus Point Overview
- b. Community Engagement Update
- c. Vision & Goals Survey: What we are hearing

2.2 Preliminary Vision & Goals Statement (25 minutes)

- a. Preliminary Vision and Goals

2.3 Existing Conditions Update (20 minutes)

2.4 Task Force Discussion & Public Comment (15 minutes)

- i. Task Force Discussion (10 minutes)
- ii. **Public Comment** (5 minutes)

**7:15 pm**      **General Public Comment and Closing Remarks** (10 minutes)

**7:25 pm**      **Upcoming Meetings** (5 min)

Task Force

- Task Force Meeting #7 (April 11, 5-7:30 pm)
- Task Force Meeting #8 (May 9, 5-7:30 pm)

Working Group

- Zero-Emission Truck (formerly known as Clean Truck) (March 22, 1-2:30 pm)
- Equity Working Group (April 5, 5-7:30 pm)

Vision & Goals Development Public Meeting (March 23, 5:30-7:00 pm)

Community Leadership Committee (March 31, 5:00-6:30 pm)

# TASK 710 FORCE

MEETING FIVE

**WELCOME back!**

PROJECT TEAM & WORKING GROUPS REPORTS

PROCESS: WORK PLAN PHASES

PROJECT TEAM MATERIALS & INFO

COORDINATING COMMITTEE TASK FORCE

WORKING GROUPS PROPOSALS

CLC REVIEW SHARE W/ TASK FORCE

GET COMMUNITY FEEDBACK

TAKE TO BOARD

DEFINE GOALS  
BIG PICTURE PROVIDES DIRECTION  
EX: SAFETY, CLIMATE, EQUITY...

VISION STATEMENT  
FROM DATA LIVED EXP.  
REFLECT COMMUNITY

22 DOCS REVIEWED  
PREVIOUS PLANNING

REVIEW IDENTIFY INFORM

DOCUMENTS HISTORY ANALYSIS

REFLECTS COMMUNITY

VISION & GOALS

IDENTIFY COMMUNITY NEEDS

DEVELOP VISION & GOALS

KEY POINTS

TASK FORCE MEETINGS

CLC MEETINGS

SURVEY

WORKING GROUP MEETINGS

PUBLIC WORKSHOP

**SURVEY**  
3000 STAKEHOLDERS  
12 QUESTIONS  
72 RESPONDENTS

**CLEAN TRUCK WORKING GROUP**

27 PARTICIPANTS  
DISCUSSED:  
CHALLENGES EPA  
ZERO-EMISSION TRUCKS  
FUNDING GOALS  
HEALTH STANDARDS

SENATE BILL 671  
COLLAB W/ LOCAL COMMUNITY  
SEND YOUR LOGO

COMMUNITY ENGAGEMENT STRATEGY WORKING GROUP

SELECTION CRITERIA DISCUSSION

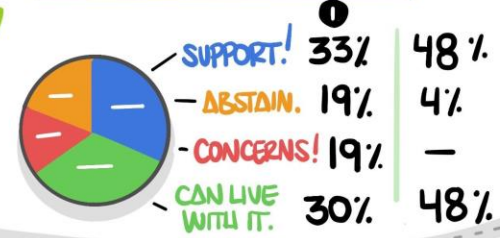
31 APPLICATIONS  
EXTENDED DEADLINE  
MAR 4

CHARTER WORKING GROUP MEET

60% THRESHOLD DECISION-MAKING MODEL

I SUPPORT I CAN LIVE WITH IT...  
DISCUSS PROPOSAL TEST CONSENSUS  
MODIFICATION FINALIZE DEGREES OF AGREEMENT

TASK MEMBER VOTE ON CHARTER



VOLUNTARY PARTICIPATION AND COMPENSATION POLICY  
\$200 PER MEETING ADV. MEM  
\$175/PER ALTERNATES

**ACTION ITEMS**  
ZERO-EMISSIONS IS THE FULL INTENT

COORDINATING COMMITTEE

**VOTE**

- NOMINATION POSITIONS COMMUNITY 1
- GOVERNMENTAL 2
- BUSINESS 3

COMMENTS

DIDNT REVIEW ON TIME  
DIDNT SEE EMAIL  
CLC & TASK FORCE DIFFER. BOARD MUST KNOW

**AMEND:**  
CLC, TASK FORCE, & PUBLIC COMMENTS RECOMMENDATIONS PRESENTED TOGETHER TO BOARD

OFFICIAL VOTE  
PUBLIC COMMENT  
OPEN/CLOSE NOMINATION  
MONTHLY MEETING PERIODIC SUPPORT

COORDINATING COMMITTEE

AMENDMENTS CAN BE MADE IN FUTURE

IF THERE IS NO CONSENSUS, IS THERE ROOM TO MAKE AMENDMENTS?

CAN PUBLIC CONTRIBUTE BY MAKING PROPOSALS?

CLARIFY HOW PUBLIC WILL BE CONSIDERED IN DECISION MAKING



APPLY TO COMMUNITY LEADERSHIP

ATTEND CLC MEETINGS

PUBLIC WORKSHOP MEETINGS

IS IT POSSIBLE TO ACCESS INFORMATION ON EARLY ACTION PROJECTS?



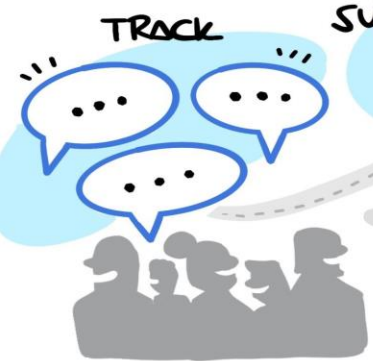
THESE PROJECTS DONT YET FORMALLY EXIST

WILL BE GENERATED FROM GOALS PROCESS

ALTERNATIVE SC IS NO LONGER BEING PERSUED



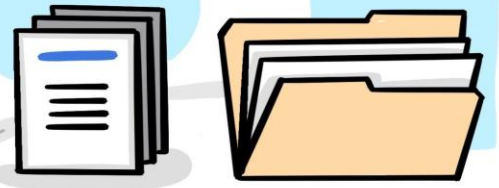
PUBLIC COMMENT



TRACK

SUMMARIZE

DELIVER



PUBLIC COMMENT TO TASKFORCE MEMBERS

A SURVEY WILL BE SENT TO CAPTURE YOUR GOALS

BEFORE MEETING WOULD BE BEST



YOUR COMMENT IS NEEDED

WE WANT TO START FRESH W/ NEW GOALS AND VISION



# **Agenda Item #1: Project Team and Working Group Report Outs**

# **Agenda Item #1.1: Status Report on Outstanding Items**

# Revised I-710 South Corridor Task Force Charter Update

> Charter language on Pages 2, 11, 15 was updated:

- The Task Force has the right to amend the Charter at any future meeting.
- The Community Leadership Committee may offer recommendations for amendments to the Task Force for consideration at future meetings.
- The recommendations of the Community Leadership Committee and public input for each phase of the Task Force process will be provided to the Metro Board as part of the final report.

# Coordinating Committee Update

- > Task Force Member Representatives
  - Sylvia Betancourt, Project Manager, Long Beach Alliance for Children with Asthma
  - Elizabeth Alcantar, Mayor, City of Cudahy
  - Sharon Weissman, Vice President, Long Beach Board of Harbor Commissioners
- > CLC Representatives
  - 2 CLC Members (To be selected at the first meeting of the CLC in late March)

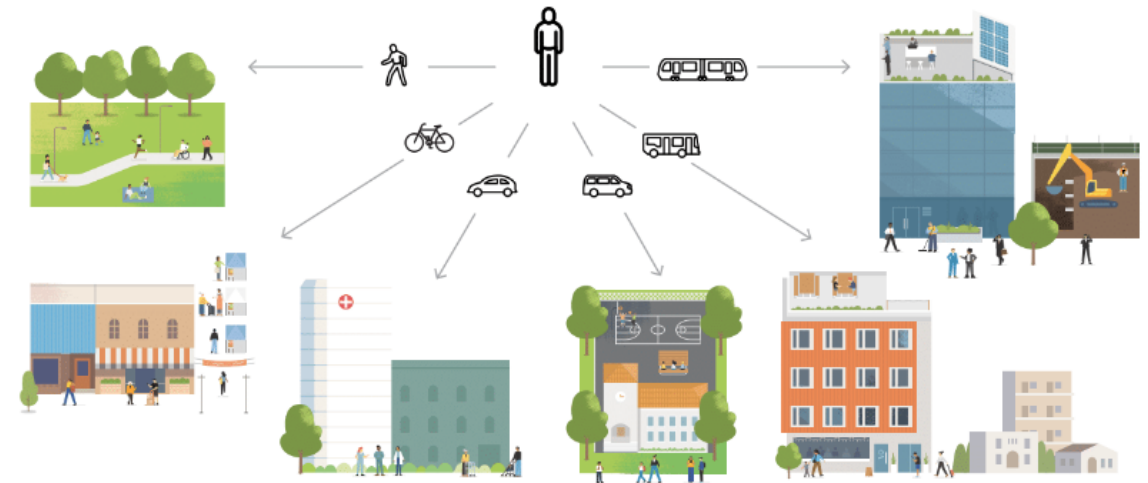
## Coordinating Committee Meetings\*

- > **Frequency:** Monthly, one week following each Task Force meeting
- > **Purpose:** Plan meetings and support CLC and 710 Task Force
- > **Members:** Three Existing Task Force members and Two CLC Members
- > **Format:** Internal Teams or Zoom Meetings

# Equity Planning and Evaluation Tool (EPET) Update

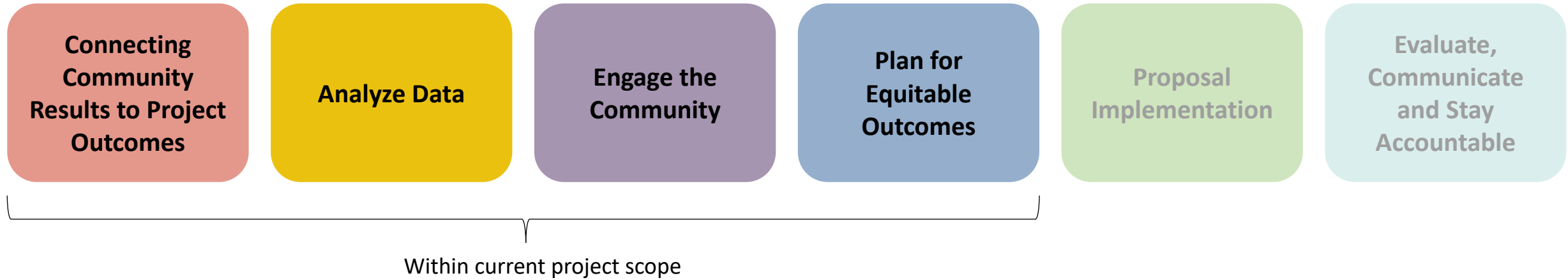
- > The EPET is intended to guide and enhance this process to encourage equitable outcomes, understanding that inequities exist that create disparate impacts
- > The EPET will assist in:
  - 1) identifying disparities
  - 2) understanding root causes of those disparities, and
  - 3) developing and implementing an investment plan in a manner that provides more equitable outcomes
- > EPET checkpoints are included in some Task Force meetings to share progress and resources and stay grounded in the tool

Metro recognizes that vast disparities exist in access to opportunities, including *jobs, housing, community resources, healthy communities and mobility options*. Transportation is an essential lever to enabling access and improving quality of life for LA County.



# Equity Planning and Evaluation Tool (EPET) Update

## EPET Elements:



# EPET: Connecting Community Results to Project Outcomes

Connecting  
Community  
Results to Project  
Outcomes

Analyze Data

Engage the  
Community

Plan for Equitable  
Outcomes

Proposal  
Implementation

Evaluate,  
Communicate and  
Stay Accountable

## EPET will assess:

- The issue intended to be addressed, including a proposed but not fully designed policy, program, initiative, plan, project and/or other proposed action
- Opportunity area(s) that can be impacted by the proposed action (Ex: Employment, Mobility, Health, Education, etc.)
- Desired community results to which the action will contribute

# EPET: Analyze Data

Connecting  
Community  
Results to Project  
Outcomes

**Analyze Data**

Engage the  
Community

Plan for Equitable  
Outcomes

Proposal  
Implementation

Evaluate,  
Communicate and  
Stay Accountable

## EPET will assess:

- Whether there is an impacted geographic area
- The demographics of the impacted areas, users, or other community
- What the data tells us about existing community disparities in race, ethnicity, and incomes that may influence the proposed action's outcome
  - Will use qualitative, quantitative, and anecdotal data sources
- Whether performance metrics data show existing disparities in race, related to the proposed action
- Whether a more equitable outcome can be achieved

# EPET: Engage the Community

Connecting  
Community  
Results to Project  
Outcomes

Analyze Data

**Engage the  
Community**

Plan for Equitable  
Outcomes

Proposal  
Implementation

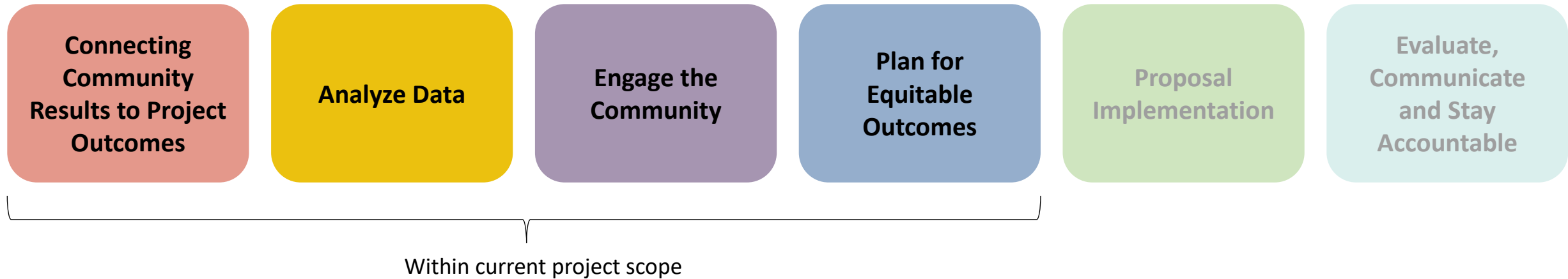
Evaluate,  
Communicate and  
Stay Accountable

## EPET will assess:

- What we know about the community (history, relationship, and previous engagement with Metro)
- Historic events, decisions, or disinvestment that have contributed to community conditions
- Who are the most marginalized and vulnerable members of the community?
  - At what stage were they engaged? How were tools and information provided?
  - What concerns, disparities, or problems were raised? Were there barrier that prevented engagement?
- Findings of root causes that have produced or perpetuated inequities
- Who are likely to benefit or be burdened from the proposed action?

# Equity Planning and Evaluation Tool (EPET) Update

## EPET Elements:

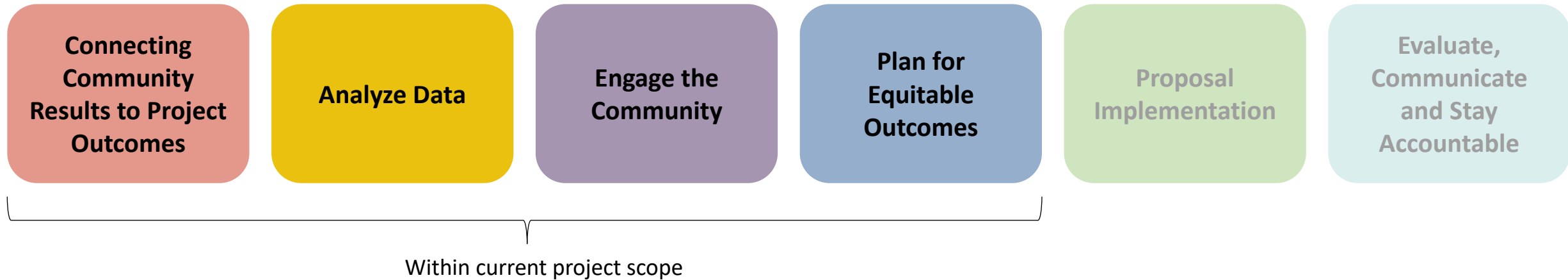


## Relationship between EPET and the Task Force process:

- > Reviewing **existing conditions** helps to establish an understanding of demographics, impacted areas or users, or geographic areas and community disparities
- > Understanding issues, challenges, and opportunities helps in creating **visions & goals** for the corridor which support equitable outcomes

# Equity Planning and Evaluation Tool (EPET) Update

## EPET Elements:



- > The Community Engagement Strategy Working Group has supported the engagement element of the EPET
- > The **Equity Working Group (EWG)** will help support the implementation of the EPET overall
  - The first EWG meeting will be held on April 5, 2022, at 5 p.m. via Zoom

# Agenda Item #1.2: Meeting Report Outs

# Zero-Emission Truck (formerly Clean Truck) Program Working Group Meeting– Report Out

## Summary

- > Held virtually via Zoom on Thursday, February 24
- > 26 participants (15 Task Force Members, 2 Ex-Officio Task Force Members, 9 Members of the Public)
- > Meeting topics included:
  - ✓ Clean Truck Program Options
  - ✓ Explore Grant Funding Opportunities

## Highlights

- ✓ Examples of Successful Clean Truck Programs (Infrastructure-based, truck-based, hybrid, other considerations)
- ✓ Significant incentives are needed to accelerate the market for zero-emission freight.
- ✓ Prioritizing equity and community engagement are key to long-term success and public health benefits.
- ✓ Tailoring program design to meet the biggest barriers to adoption considers a combination of innovative approaches.
- ✓ Leveraging best practices, funding resources, and partnerships extend the reach of every incentive dollar.
- ✓ Working Group should be renamed to reflect focus on Zero Emission truck deployment.

# Senate Bill 671 Nomination and Letter of Support

- > 710 Task Force approved the submittal of a joint letter of support for nominating the I-710 South Corridor as a priority freight corridor for the CTC's SB 671 Clean Freight Corridor Efficiency Assessment
- > Corridor to be submitted includes:
  - I-710 S Freeway from Long Beach to SR-60
  - Ports of LA and Long Beach
  - Alameda Corridor
  - I-710 South Corridor Study Area
- > Other considerations:
  - Community engagement for both infrastructure development and siting
  - Priority for investment due to supply chain disruptions and need for investment in clean technology

# Senate Bill 671 Nomination and Letter of Support



COUNTY OF LOS ANGELES SUPERVISOR • FOURTH DISTRICT

**JANICE HAHN**



Los Angeles County Supervisor

**HILDA L. SOLIS**

First District



**HOLLY J. MITCHELL**

LOS ANGELES COUNTY SUPERVISOR ♦ 2ND DISTRICT

**SUELY SARO**

LONG BEACH CITY COUNCIL



**access**



# Community Engagement Strategy Working Group Meeting– Report Out

## Summary

- > Held virtually via Zoom on Wednesday, February 23
- > 37 participants (12 Task Force Members, 25 Members of the Public)
- > Meeting topics included:
  - Achieve consensus on the additional factors to determine the number of Community Leadership Committee (CLC) members per jurisdiction and the overall size of the CLC
  - Achieve consensus on the selection criteria to evaluate CLC applicant materials
  - Meet Here LA, CLC lead consultant, and hear an update on the CLC selection process to meet our target date of confirming the CLC by the Task Force Meeting #6
  - Review and discuss the Vision & Goals timeline and outreach strategy

## Highlights

- ✓ A consensus was achieved on the CLC evaluation criteria and membership.

# Selecting the Applicants - Updated Criteria 3/1/22

## CLC Selection Criteria

*All criteria below and on the following pages were requested by the CES Working Group*

### *Step 1 (for all applicants)*

Translate all applications to English and remove any people who:

- > have competing financial or political interests (as indicated in their responses)
- > do not live in the corridor

**People who meet the above criteria and are the only representatives from their jurisdiction are selected.**

### *Step 2 (for jurisdictions with more than one applicant)*

Use the point system indicated on the next page to select the top applicant for each jurisdiction

### *Step 3 (for jurisdictions with more than one applicant)*

To select additional members from areas that are most impacted

# Selecting the Applicants

## Step 2 (for jurisdictions with more than one applicant)

Point system to select the top applicant per jurisdiction

Works in the Corridor	1 point
Engaged community member <i>(e.g., participates in a social organization or other local groups)</i>	1 point
Under the age of 25	1 point
Over the age of 64	1 point
Lives in a highly impacted area <i>(i.e., within 1/2 mile of the Freeways, Ports, or Intermodal Yards)</i>	2 points
Lives within two or more highly impacted areas <i>(i.e., within 1/2 mile of the Freeways AND the Port of LB)</i>	1 point
BIPOC	1 point
Primary Language, Non-English	1 point

*Note: If more than one candidate from a jurisdiction receives the same score in Step 2, the person that lives closest to or within an impacted community will be selected.*

# Selecting the Applicants

## **Step 3** *(for jurisdictions with more than one applicant)*

*To select additional members from areas that are most impacted*

### **More highly impacted Jurisdictions\* will have more representation**

- > More highly impacted Jurisdictions are those that have the highest number of people living within an Impacted Area (as defined by being located within ½ mile of the Freeways, Ports, or Intermodal Yards).
- > For Jurisdictions that are not as highly impacted, only the one top highest scoring applicant will be selected.
- > For the most impacted jurisdictions, additional applicants will be selected based on the point system previously described.
- > **From the highest top three impacted jurisdictions, two additional members will be selected and from the next highest jurisdiction, one additional member will be selected. (This is reliant on having enough applicants from each jurisdiction to fill the spots).**

# Selecting the Applicants

*Numbers of representation possible from each Jurisdiction (based on impact):*

Members (31)	Name
3	Long Beach
3	Wilmington/San Pedro (City of LA)
3	East LA (unincorp.)
2	Lynwood
1	Downey
1	Central City North/Boyle Heights (City of LA)
1	Bell Gardens
1	Paramount
1	Carson
1	East/Rancho Dominguez (unincorp.)
1	South Gate
1	Commerce
1	Bellflower
1	Bell
1	Cudahy
1	Montebello
1	Compton
1	Maywood
1	Signal Hill
1	Vernon
1	Huntington Park
1	Walnut Park (unincorp.)
1	Lakewood
1	At Large



# Community Leadership Committee Membership Proposal and Vote

# Proposal to Confirm CLC Membership

	Name	Jurisdiction
1	Leticia Rodriguez	Bell
2	Natalie Diaz Rubio	Bell Gardens
3	Emmanuel Godinez	Boyle Heights
4	Fa'alagilagi Meni-Siliga	Carson
5	Alfonso Garate	Commerce
6	Phyllis Ollison	Compton
7	Martha Fierro	Cudahy
8	Amelia Carballo	Downey
9	Miyuki Gomez	East LA (unincorp.)
10	Guadalupe Arellano	East LA (unincorp.)
11	Kathleen Barajas	East LA (unincorp.)
12	Jose Rodolfo Vallejo	Huntington Park
13	Maria Reyes	Long Beach
14	Marcos Lopez	Long Beach
15	Marlene Sanchez	Long Beach
16	Elizabeth Zamarripa	Lynwood
17	Ivan Rojas	Lynwood
18	Nereyda Sigala	Maywood
19	Tami Watkins	Paramount
20	Kevin Shin	Signal Hill
21	Esmeralda Hernandez	South Gate
22	Viridiana Preciado Cervantes	Walnut Park (unincorp.)
23	Tiesha Davis	Wilmington/San Pedro (San Pedro)
24	Manuel Arellano	Wilmington/San Pedro (Wilmington)
25	Open	Bellflower
26	Open	East/Rancho Dominguez (unincorp.)
27	Open	Lakewood
28	Open	Montebello
29	Open	Vernon
30	Open	At Large



Metro did not receive applications from anyone who lived within the study area in the jurisdictions with “open” seats. During the first CLC meeting, members will discuss the next steps regarding adding members to the CLC roster for open seats.

# Task Force Discussion

# Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.

01:00

mins:  secs:  type:

 Breaktime for PowerPoint by Flow Simulation Ltd.

Pin controls when stopped

# VOTE

CLC Membership Roster

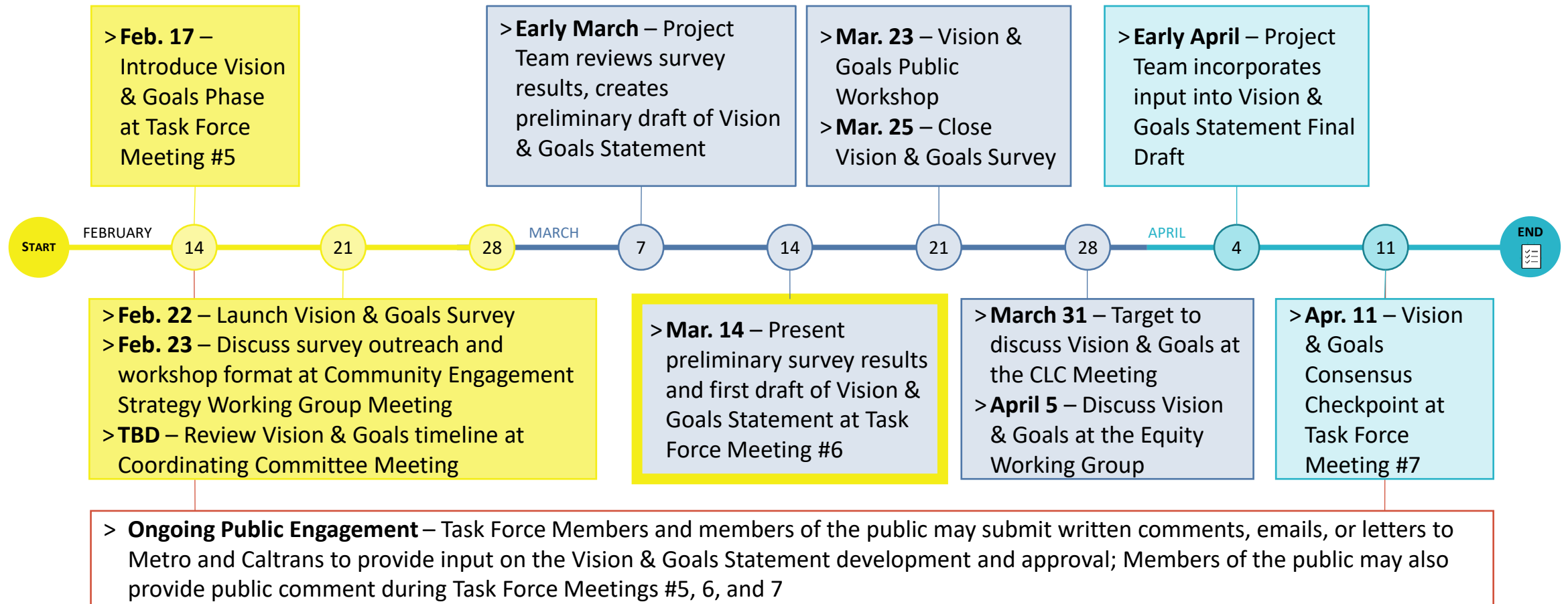
- > **Step 1:** Task Force Discussion
- > **Step 2:** Public Comment – Questions/Concerns
- > **Step 3:** Official Task Force Voting via roll call

# Agenda Item #2: Vision & Goals

# Agenda Item #2.1: Overview & Update


# Vision & Goals Development: Eight-Week Timeline

This eight-week timeline shows key activities and dates for the Vision & Goals phase. The numbers on each circle indicate the first day of each week. The numbers in bold in each box indicate the specific target date for each key activity. The three colors represent each month from February to April.



# Metro I-710 South Corridor Vision & Goals Summary Update

- > Over 3,000 stakeholders received the survey via email.
- > The survey is being administered between February 22, 2022- March 23, 2022
- > 4 questions
  - 3 open-ended questions
  - 1 closed-ended question
- > 60 respondents (6 Task Force Members, 54 members of the public) as of March 8, 2022



**Metro I-710 Task Force Vision & Goals Survey**

*[Haga clic aquí para español](#)*

The 710 Task Force will develop a Vision and Goals Statement to guide recommendations in the forthcoming I-710 South Corridor Investment Plan, which will be presented to the Metro Board of Directors for consideration in 2023.

To ensure this statement reflects the values and priorities of 710 South Corridor communities, we want to hear from you. Please share your thoughts by taking a few minutes to complete the following questionnaire. Survey responses, information gathered through upcoming meetings and additional outreach efforts will serve as the foundation for the Task Force approval of the Vision and Goals Statement at Task Force Meeting #7 on April 11, 2022.

**Start** press Enter ↵

🕒 Takes 4 min

The complex block contains a survey banner with an illustration of various transit modes (train, bus, car, wheelchair, stroller) and a sign for I-710. Below the illustration is the survey title, a link to the Spanish version, a paragraph explaining the survey's purpose, another paragraph encouraging participation, and a prominent 'Start' button with a 'press Enter' hint and a 'Takes 4 min' indicator.

# Vision & Goals Survey: Questions

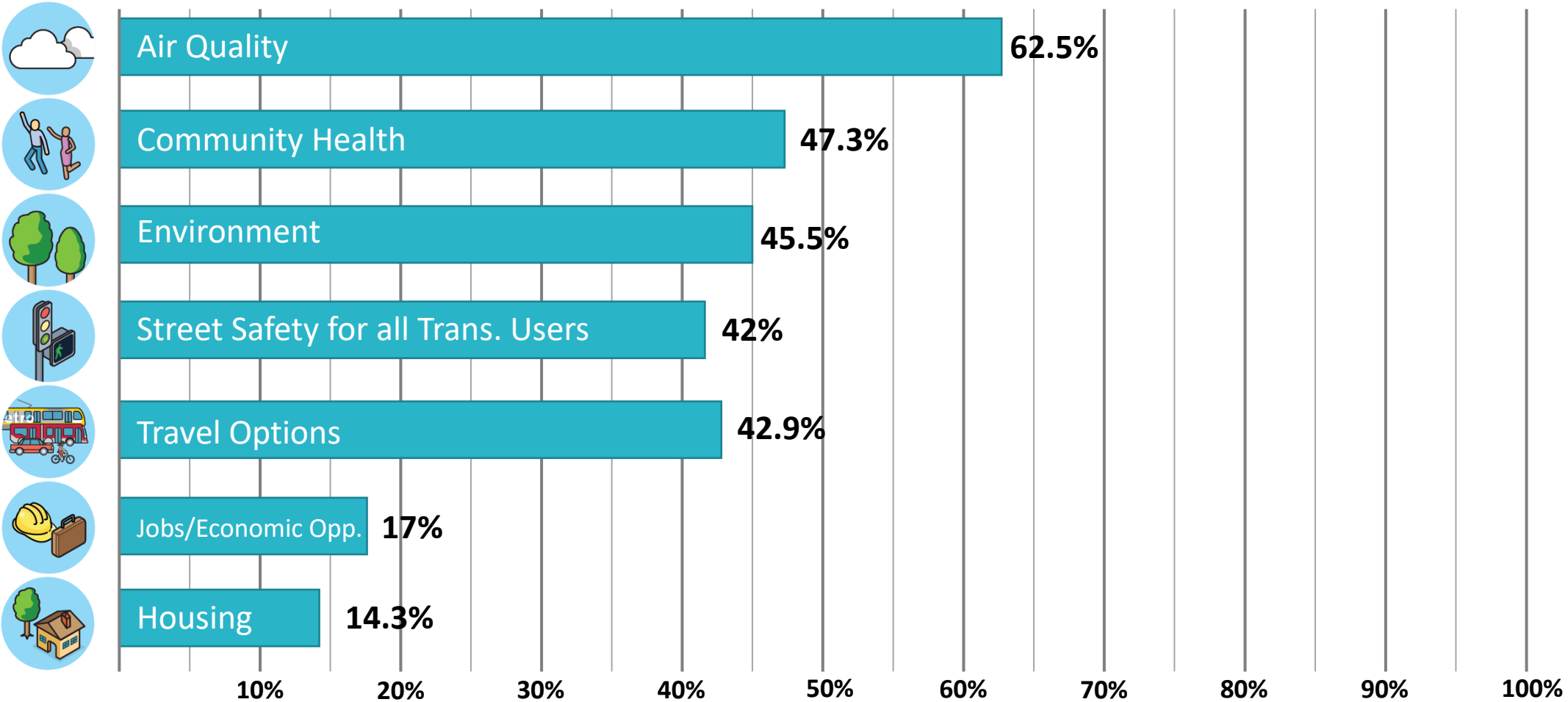
**Q1. Please tell us your vision for the I-710 South Corridor.**

**Q2. Which areas of concern are your priorities for potential improvements in the I-710 South Corridor? Please select up to 3:**

- Air Quality
- Travel Options
- Community Health
- Street Safety for all transportation users
- Jobs and Economic Opportunities
- Environment
- Housing
- Other

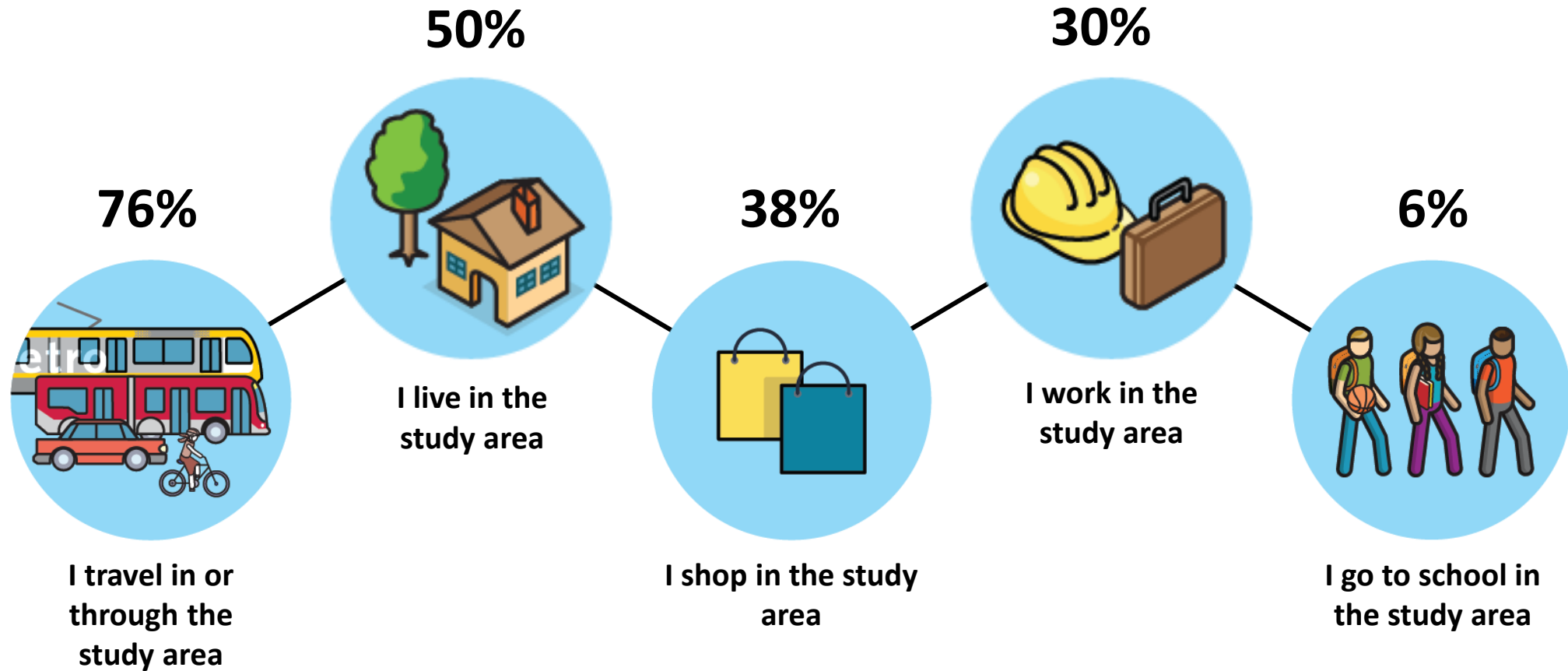
**Q3. Please tell us which goals should be pursued for the areas of concern you selected.**

# Which areas of concern are your priorities for potential improvements in the I-710 South Corridor? *Please select up to 3*



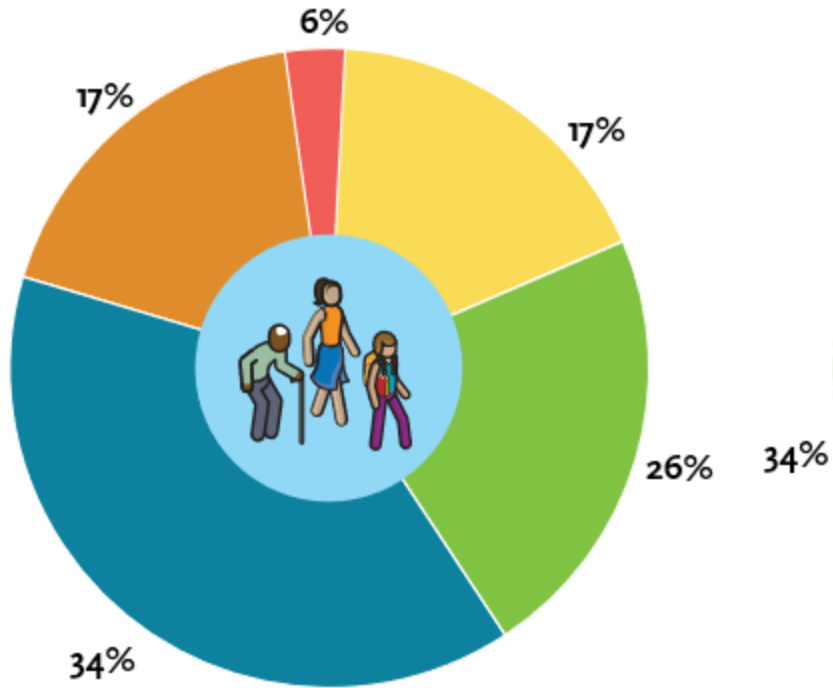
# What is your relationship with the I-710 South Corridor study area?

Please select all that apply.



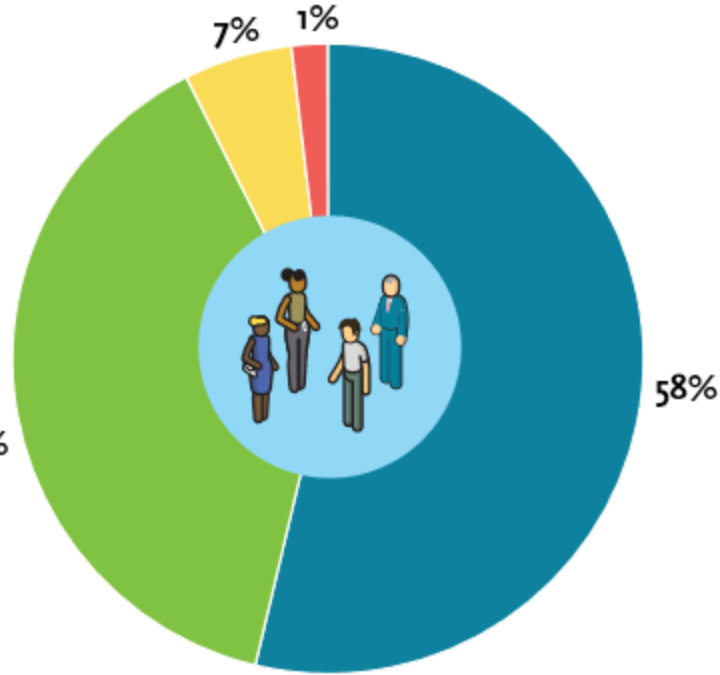
# Demographics

Age:



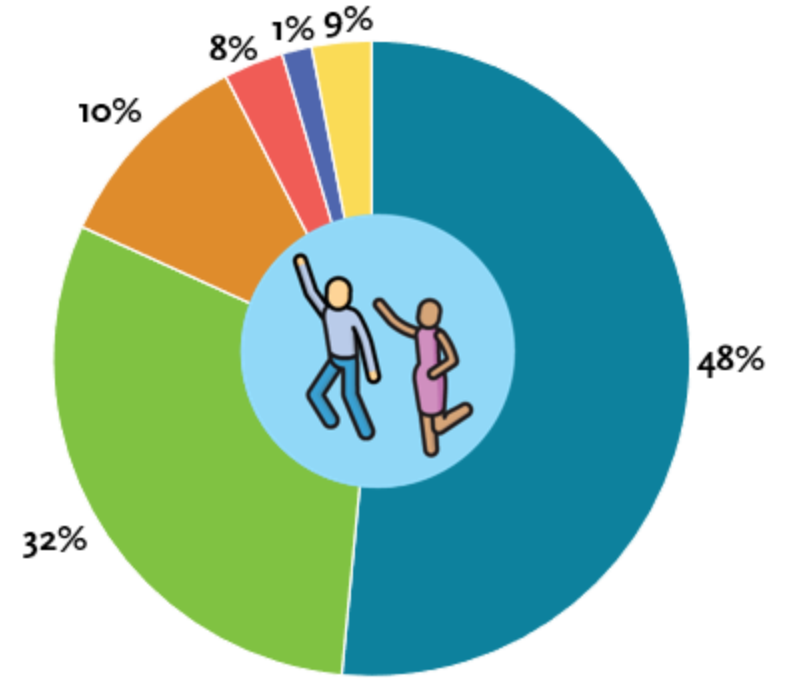
- 18-24
- 25-34
- 35-49
- 50-64
- 65+

Gender:



- Male
- Female
- Prefer Not to Respond
- Non-binary/Non-conforming

Ethnicity:



- White/Caucasian
- Latino/Hispanic
- Black/African American
- Asian/Pacific Islander
- Native American
- Prefer not to respond

# Vision & Goals Development: Engagement Update

- > Metro social media
- > Metro Blog - The Source
- > Email communication
- > Project website
- > Communications toolkit
- > Flyers (digital and printed)
- > Digital advertisements
- > Meeting announcements

**M Metro THE SOURCE**

## Your input is needed! Help the 710 Task Force develop a vision for 710 South Corridor

BY LA METRO, MARCH 9, 2022

To help shape and develop the I-710 South Corridor Investment Plan, Metro and Caltrans invite the public to participate in a short survey to provide insight into developing the vision and goals for the I-710 South Corridor.

The I-710 South Corridor Vision and Goals Survey will remain open until March 25. To take the survey, in English, Spanish, Khmer or Tagalog, visit <https://bit.ly/710VisionSurvey>.

By participating in this survey, you will assist the 710 Task Force in developing projects, programs, and priorities to help improve the quality of life for those that live, work and commute in the 710 corridor. A vision is a short statement that captures the outcomes we would like to achieve to secure the best future for the corridor. Goals will be set for major areas of concern in the corridor such as air quality, health, mobility, safety, economic opportunity, housing, and the overall environment.

Ultimately, the Vision and Goals will provide a foundation for decision-making, help set priorities in the development of recommendations, allow the community to voice their values, and inform Caltrans and the Metro Board of Directors of the needs of those who live and commute within the I-710 South Corridor.

Also, save the date for a I-710 South Corridor Vision and Goals public meeting on March 23, 2022, from 5:30 p.m. to 7 p.m. on Zoom. Additional information will be shared on the project webpage.

Some quick background for those new to the 710 Task Force:

The I-710 South Corridor Project was originally conceived as a way to improve traffic safety, modernize the freeway design and accommodate growth in traffic and goods movement — particularly from the Ports of Los Angeles and Long Beach. This section of freeway was built in the 1950s and '60s and

**710 TASK FORCE**

### Share Your Vision and Goals for the I-710 South Corridor!

Metro and Caltrans are developing strategies for improving the I-710 South Corridor between its terminus in Long Beach and SR-60 in East Los Angeles. In planning for future projects and programs along this important corridor, Metro and Caltrans are seeking input from community members regarding your priorities for mobility and livability, among other aspects. Understanding these priorities will help us establish a Vision and Goals Statement for future improvements.

**Complete a Survey**  
Metro and Caltrans invite you to take a short survey that will be used to identify priority areas of concern for the I-710 South Corridor and communities. Your input will be summarized and presented to the 710 Task Force at upcoming meetings.

Complete the survey in English, Spanish, Khmer or Tagalog at [bit.ly/710VisionSurvey](https://bit.ly/710VisionSurvey) by March 25, 2022.

**Attend a Vision and Goals Public Meeting**  
Metro will host a public meeting to share the survey results and gather additional input on a preliminary Vision and Goals Statement.

All Metro meetings are held in ADA accessible facilities. Other ADA accommodations and translations are available by calling 323.466.3876 or California Relay Service at 711 at least 72 hours in advance.

**PLEASE JOIN US: VISION AND GOALS PUBLIC MEETING**  
**Wednesday, March 23, 2022**  
5:30 pm - 7 pm  
Registration Link: [tinyurl.com/VisionandGoalsPublicMeeting](https://tinyurl.com/VisionandGoalsPublicMeeting)  
Webinar ID: 840 4998 8434  
Passcode: 5851  
English Call-in: 213.338.8477  
Llamada en español: 213.337.3112  
Código de acceso: 7085442329  
សេវាប្រជុំពិគ្រោះយោបល់: 646.749.3122  
លេខប្រជុំពិគ្រោះយោបល់: 271-185-229  
Mga Detalye sa Call-in sa Pagpapulong: 646.749.3122  
Kodigo: 728-502-509

**Habrá interpretación en español, jemer y tagalo.**  
ឯកសារប្រកាសប្រជុំពិគ្រោះយោបល់ ភាសាខ្មែរ ភាសាតាហ្គាល់  
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**323-466.3876 x2**  
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中文 33 30033 37  
日本語 34 34000 38  
Türkçe 35 35000 39  
ไทย 36 36000 40

**metro.net/projects/i-710-corridor**

## 710 Task Force

Comparta su visión y metas para el Corredor Sur de la I-710, tome una encuesta en [bit.ly/710VisionSurvey](https://bit.ly/710VisionSurvey)

**M Metro**

## Help us spread the word – Vision & Goals Survey

- If you haven't already, take the survey!
- Share the Vision & Goals link with your networks (link added to the chat)
- Repost Metro's social posts
- Share the toolkit (see email reminder from today 3/14)
- Let us know if you need more printed flyers

# **Agenda Item #2.2: Task Force Discussion on Vision Statement Themes**

# Vision & Goals Survey: Vision Statement Themes

Vision & Goals survey results and Task Force discussion will lead to content for the March 23<sup>rd</sup> Public Meeting.

Air Quality	Mobility	Community	Safety	Economy	Sustainability and Environment	Equity
Clean air	Multimodal transportation options	Healthy communities	Reducing accidents involving large trucks	Access to economic opportunity	Green buffer next to freeway	Access to opportunity and equity for corridor communities
Reduce diesel particulate matter	Increased mobility for all communities and users	More park space and urban canopy	Adequate and safe alternatives to driving	Creating a 21st Century economic vision	Protect our coast and communities	No expansion, no displacement
Fewer trucks	Move people and goods in a safe, efficient and sustainable way		Protected bike lanes	Foster job growth and economic development		
	Resilient, sustainable I-710 Corridor transportation system		Safe routes for walkers & bikers with no car exhaust			
	Innovative solutions - more use of Alameda Corridor		Safe travel options			
	Wide sidewalks across the 710 freeway					
	Prioritize bicycle use and public transportation					

**Ongoing Public Engagement** – Task Force Members and members of the public may submit written comments, emails, or letters to Metro and Caltrans to provide input on the Vision & Goals Statement development and approval; Members of the public may also provide public comment during Task Force Meetings #6 and #7 and the Vision & Goals Development Public Meeting

# Agenda Item #2.3: Existing Conditions Update

# Existing Conditions Update

At the request of Task Force Members and through Public Comments, additional information on Existing Conditions within the I-710 South Corridor has been developed.

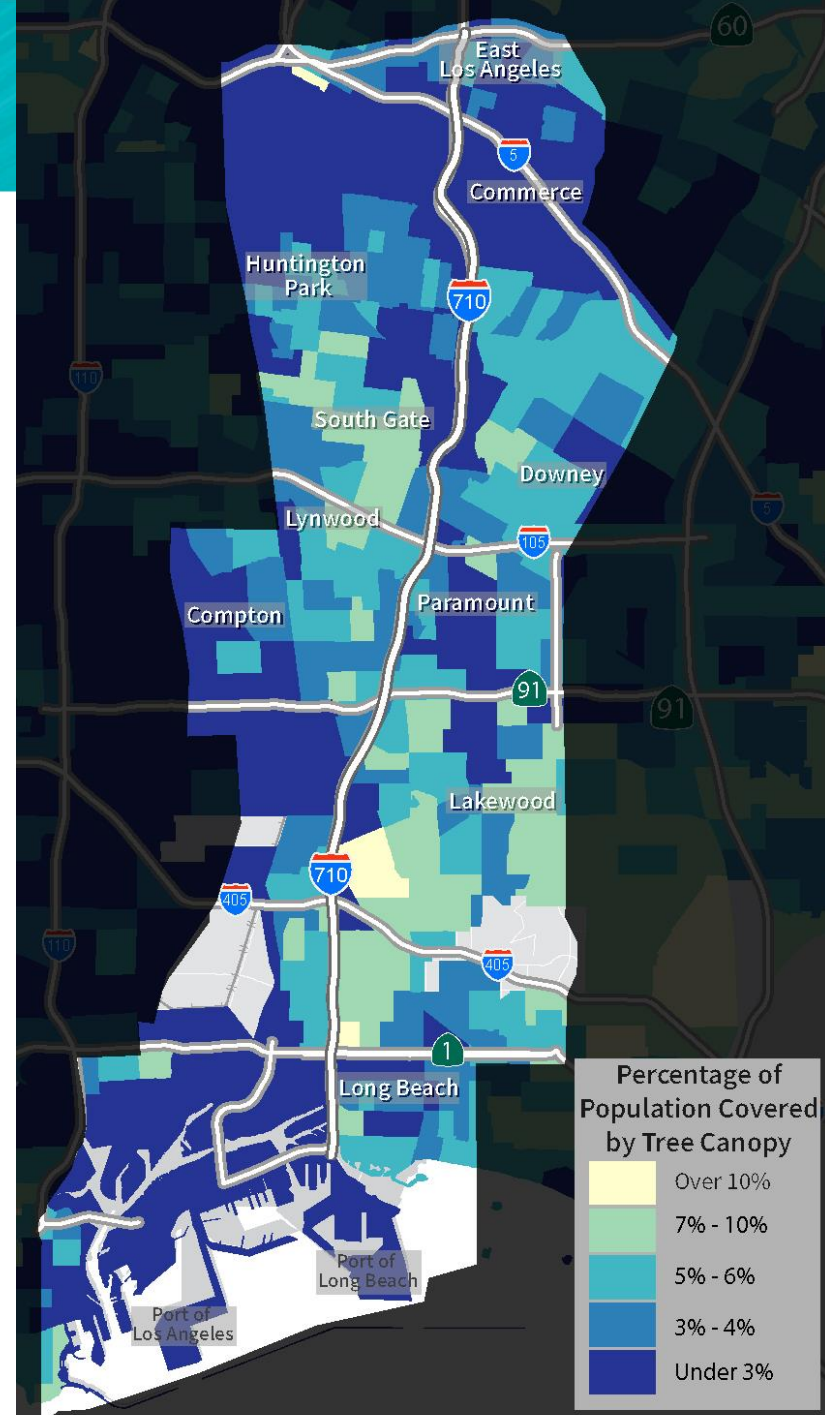
Key Topics include:

- Tree Canopy and Heat Island Effect
- Economic Indicators and Housing
- Accessibility to Resources
- Air Quality
- Transportation Systems, Safety, and Travel

# Environmental Indicators

# Lack of Tree Canopy

- Tree canopy refers to the layer of tree leaves, branches, and stems that provide tree coverage of the ground when viewed from above.
- A robust tree canopy can help reduce temperatures and air pollution, provide shade, improve neighborhood aesthetics, enhance property values, and attract residents/businesses.
- This map shows the population-weighted percentage of the census tract area with tree canopy.
- The I-710 Corridor has many areas which lack tree canopy (shown in shades of blue).
- Areas with under 3% of the population covered by tree canopy (dark blue) are scattered throughout, including neighborhoods in and around Commerce, Vernon, and portions of Compton, Paramount, Long Beach. Some of these dark blue areas correspond to industrial land uses.
- Areas with a higher % of the population covered by tree canopy (7-10%+ shown in green and yellow) are also scattered throughout, including neighborhoods in and around Lakewood, South Gate, and Long Beach.

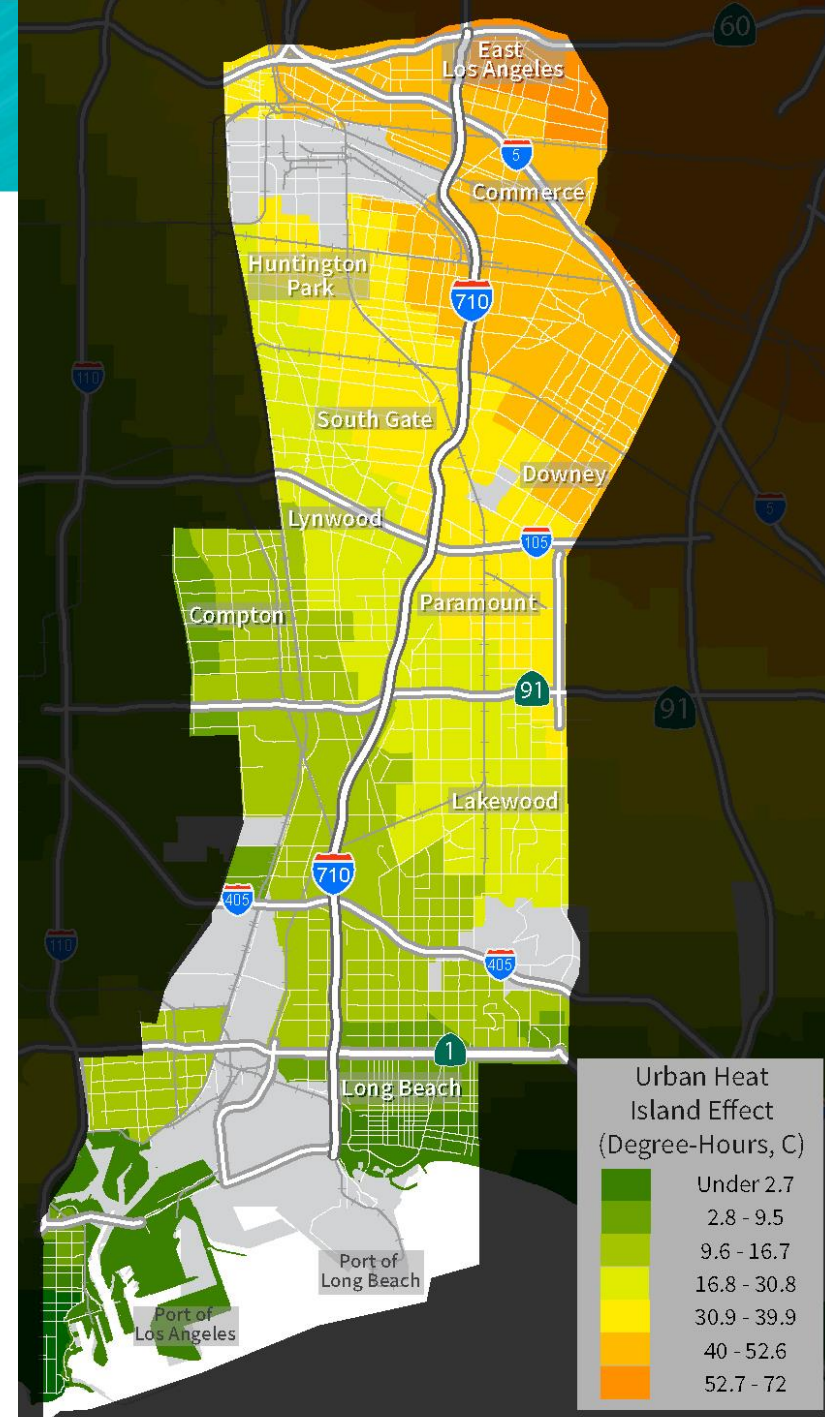


# Urban Heat Island Effect (UHIE)

- Heat islands are created by a combination of heat-absorptive surfaces (such as dark pavement and roofing), heat-generating activities (such as engines and generators) and the absence of vegetation (which provides evaporative cooling), typically associated with highly urbanized areas.
- The index score measures the UHIE by calculating the **difference in temperature for urban areas relative to upwind rural areas**.
- The UHIE increases health risks from both heat exposure and the enhanced formation of air pollutants, especially ozone. The UHIE also contributes to significant energy consumption due to additional air conditioning needs.
- This map reflects the significant ability of ocean water to help cool coastal areas. The heat generated by urban heat islands in coastal areas tends to move inland where mountains trap warmer air. The northeast section of our Study Area experiences the greatest heat increase from the UHIE.
- The Index is reported in degree-hours per day on a Celsius scale (for example, an elevated level of one degree (C) over an eight-hour period relative to a rural area would equal eight degree-hours



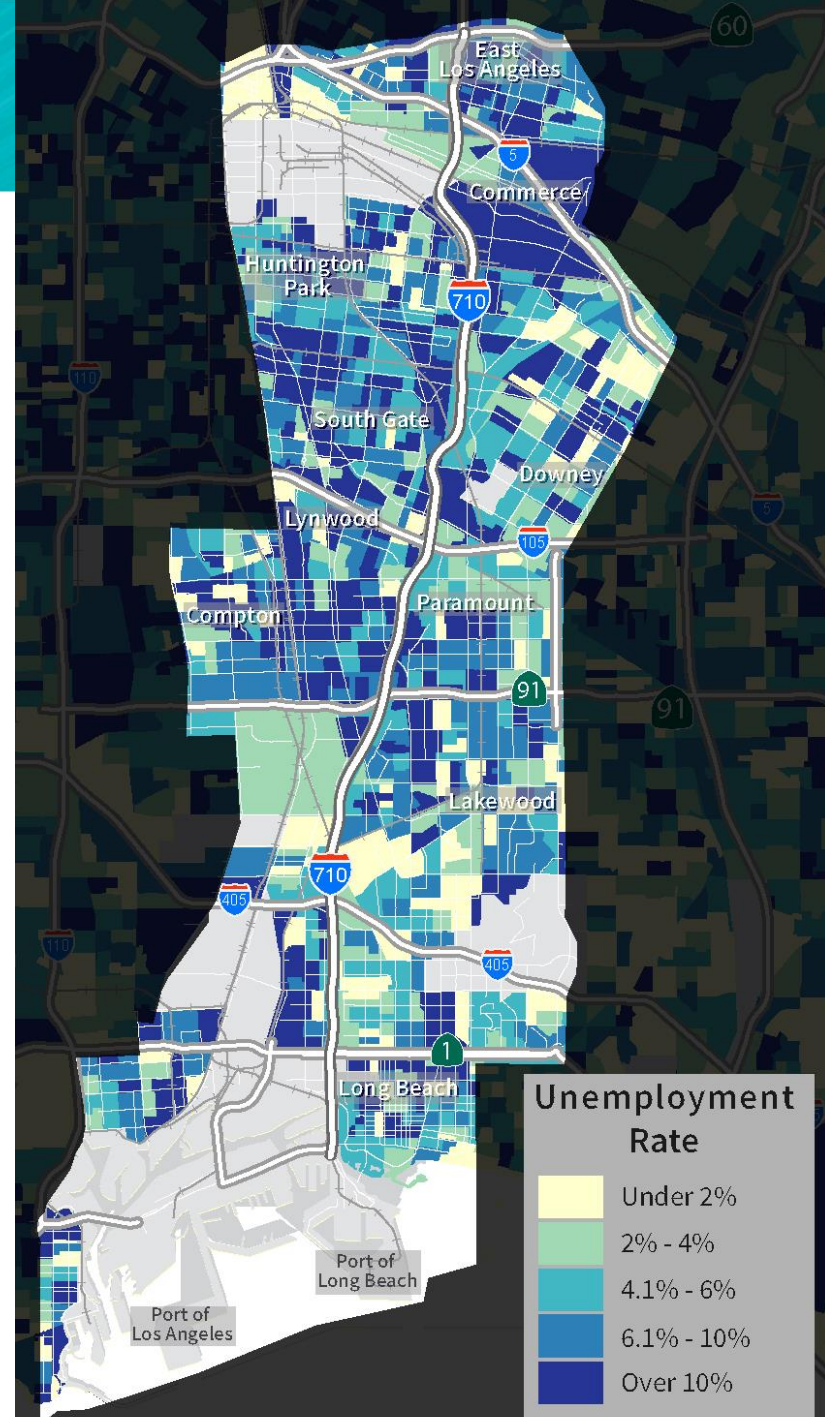
Source: Cal EPA (2006-2013)



# Economic Indicators

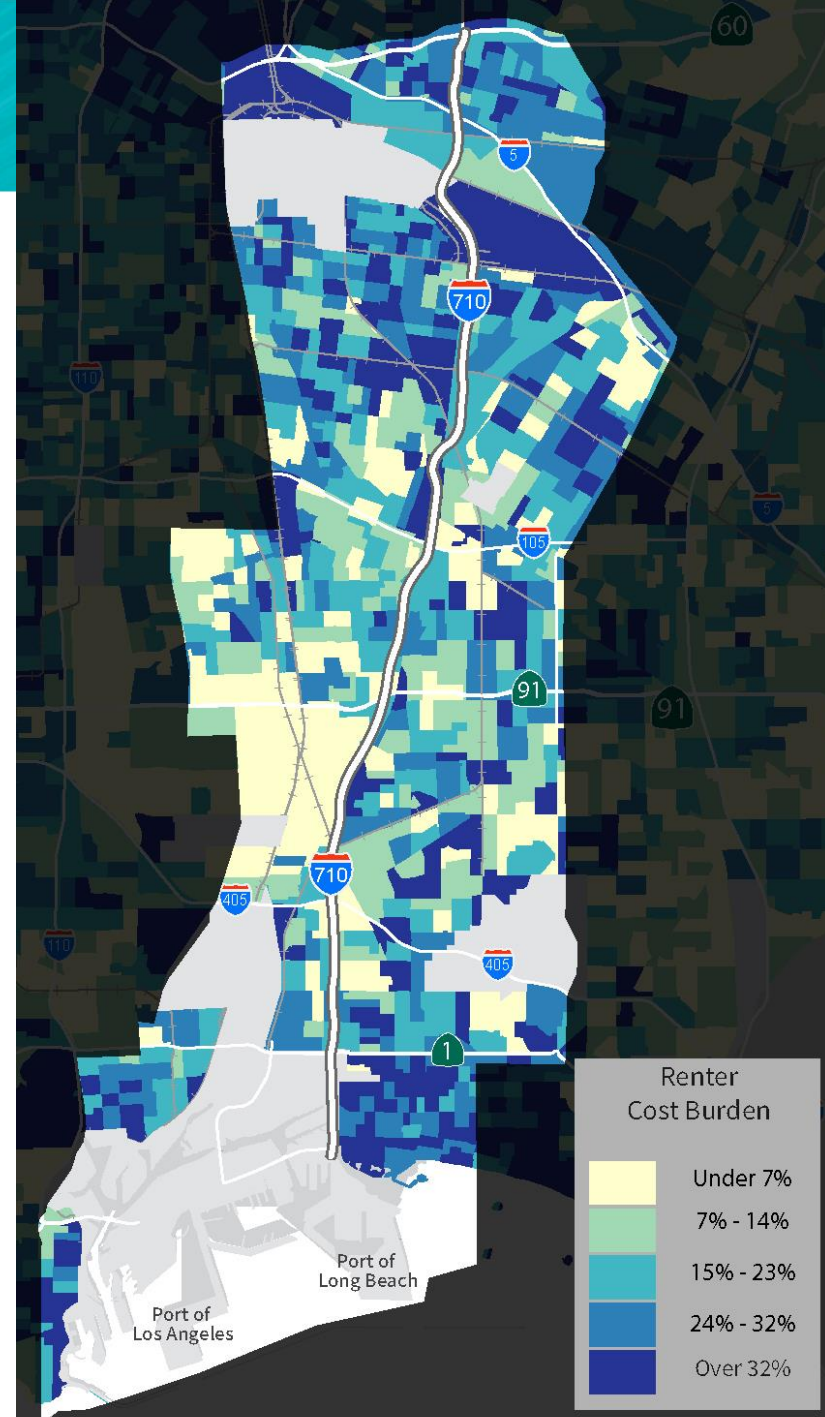
# Unemployment Rate

- High unemployment rates are prevalent throughout the I-710 Study Area, including areas of Commerce, South Gate, Compton, Lynwood, Paramount, and areas of North, Westside, and Central Long Beach.
- High unemployment rates appear to reflect areas with lower educational attainment rates, and areas with both limited job availability and higher population density.
- Improving access to job centers and schools, as well as promoting local economic and workforce development throughout the I-710 Corridor may help provide opportunities for employment.
- Unemployment rate is depicted as the percentage of civilians aged 16 and over who are not currently working but are actively looking for work and available to accept a job (shown here at the census block group level).



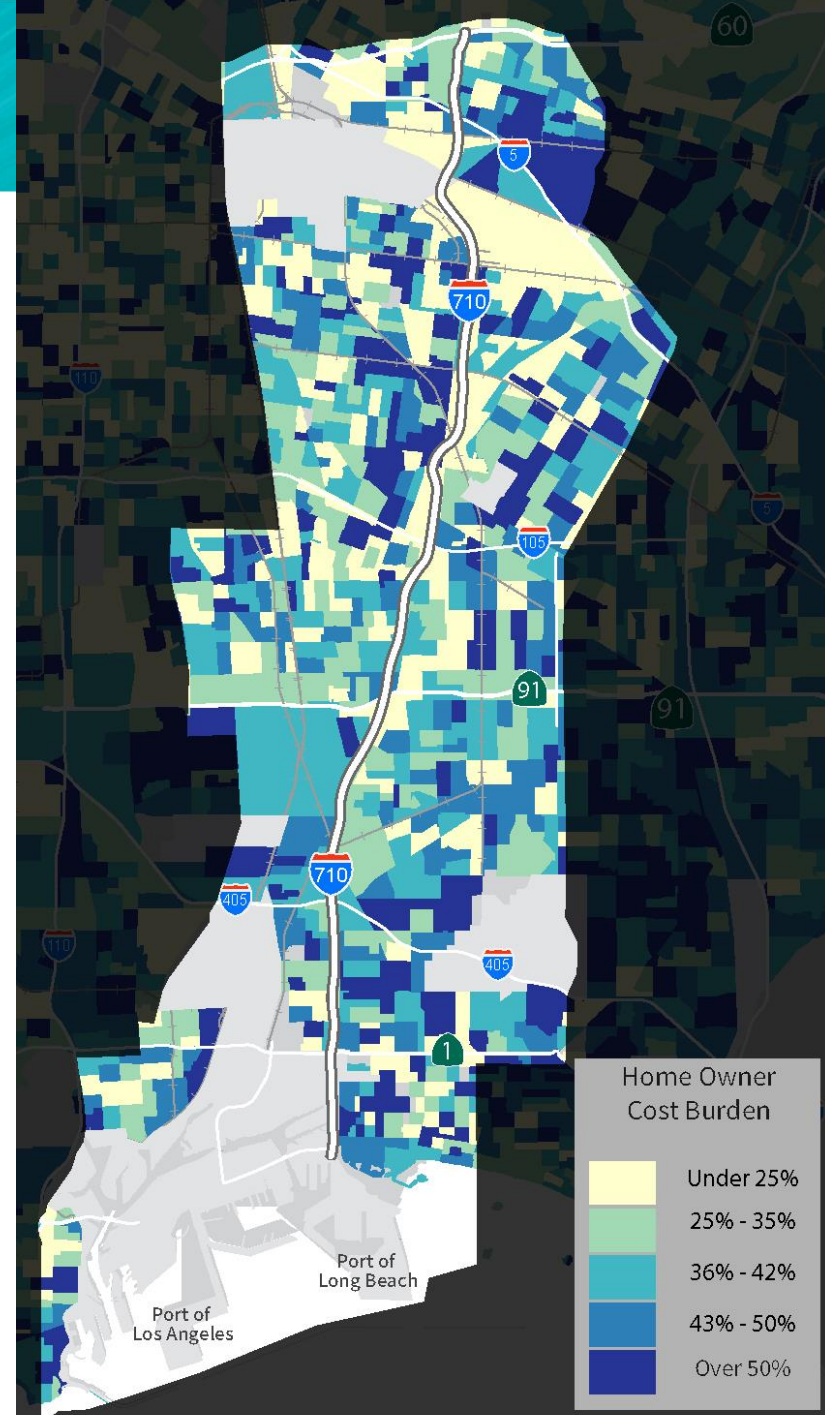
# Housing Burden: Renter

- Housing burden for renters is defined as the percentage of renters within a census block group who pay over 30% of their household Income on rent each month.
- Analyzing housing burden allows us to see the relationship between housing costs and income, providing a general sense of households' ability to save money and pay for other basic needs such as food, transportation, and healthcare.
- In certain areas, such as the high rent burden rates seen in Downtown and Central Long Beach reflect the high cost of living and competitive rental markets in urbanized locations with high renter populations.
- In the I-710 Study Area, we can also see high renter burdens in commercial activity centers with greater constraints on rental housing stock. It is important to note that high renter cost burden rates in predominantly industrial areas likely reflect very small populations within those large census block areas.



# Housing Burden: Homeowner

- Housing burden for homeowners is defined as the percentage of homeowners within a census block group who pay over 30% of their household income on mortgage payments each month.
- Housing burden allows us to see the relationship between housing costs and income, providing a general sense of households' ability to save money and pay for other basic needs such as food, transportation, and healthcare.
- High homeowner cost burden rates do not appear to follow a clear geographic pattern, but generally appear in low-density residential areas.
- It is important to note that high homeowner cost burden rates in predominantly industrial areas likely reflect very small number of data points (i.e., sample size) within those large census block areas.



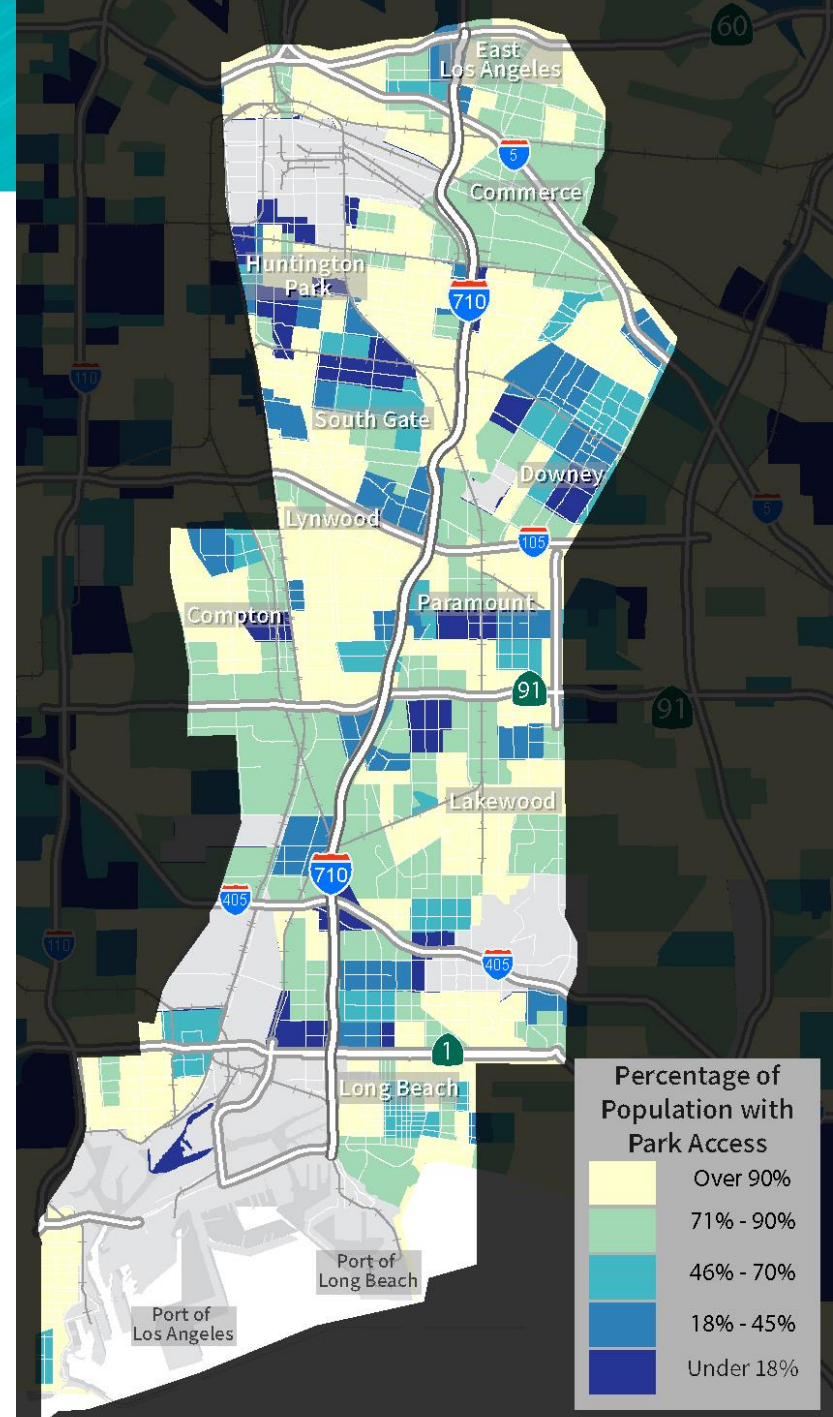
# Accessibility to Resources

# Lack of Park Access

- Park access is defined as the percentage of the population living within walkable distance (½ mile) of a park, beach, or open space of 1 acre or more
- Having parks nearby can encourage physical activity, reduce chronic diseases, improve mental health, and foster community connections
- Areas with the lowest % of the population with access to parks in the Study Area (under 18%, shown in dark blue) include neighborhoods in and around Huntington Park, South Gate, Downey, Paramount, Compton, and Long Beach
- Large portions of the remainder of the Study Area Areas have a higher % of the population with access to parks in the Study Area (71%+, shown in yellow and green), including neighborhoods in and around Commerce, Compton, Lakewood, and Long Beach
- Please note that this indicator doesn't measure access to smaller, neighborhood-serving parks which are important community resources in addition to larger parks (1 acre+)

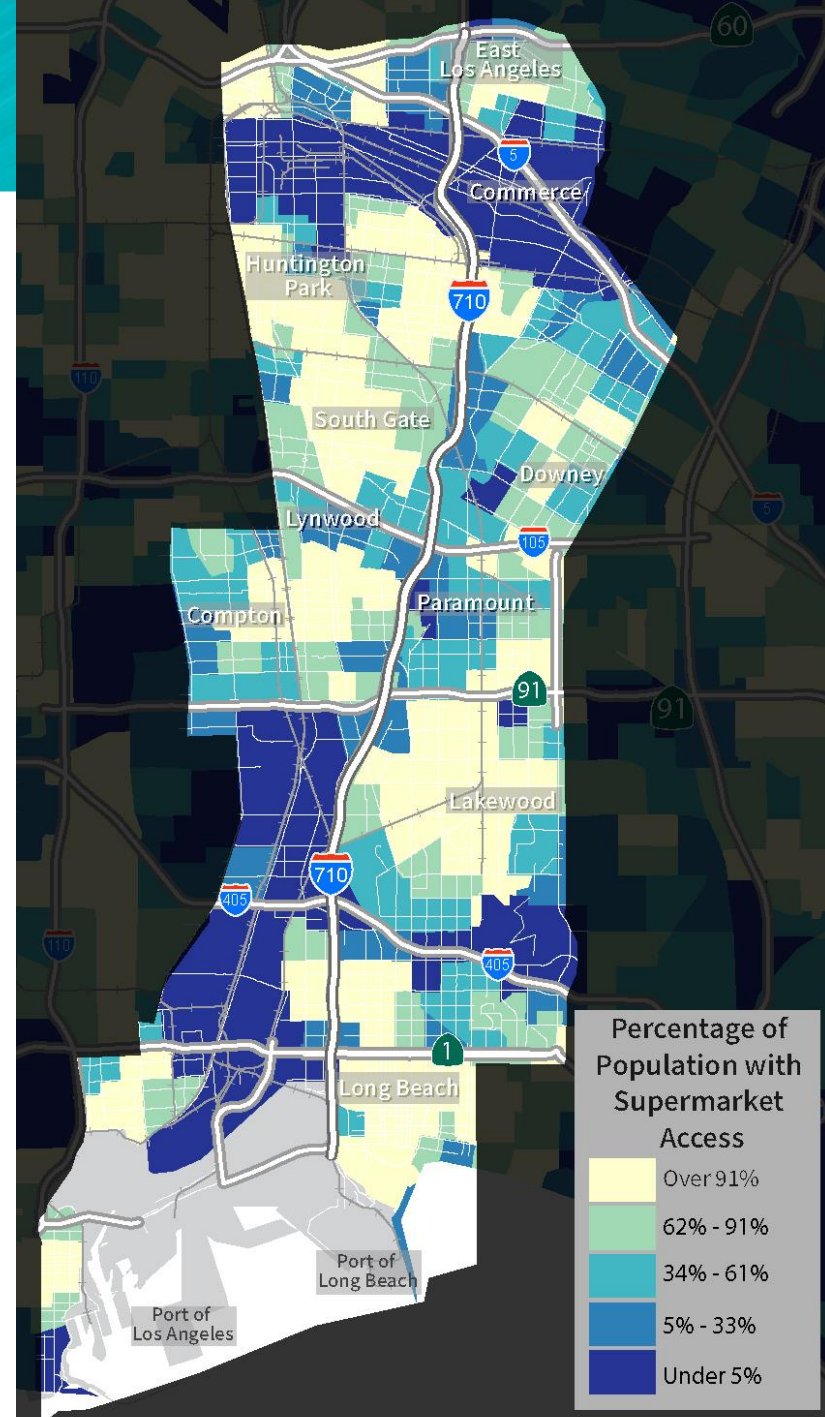


Source: Healthy Places Index (HPI) (Census Tracts)



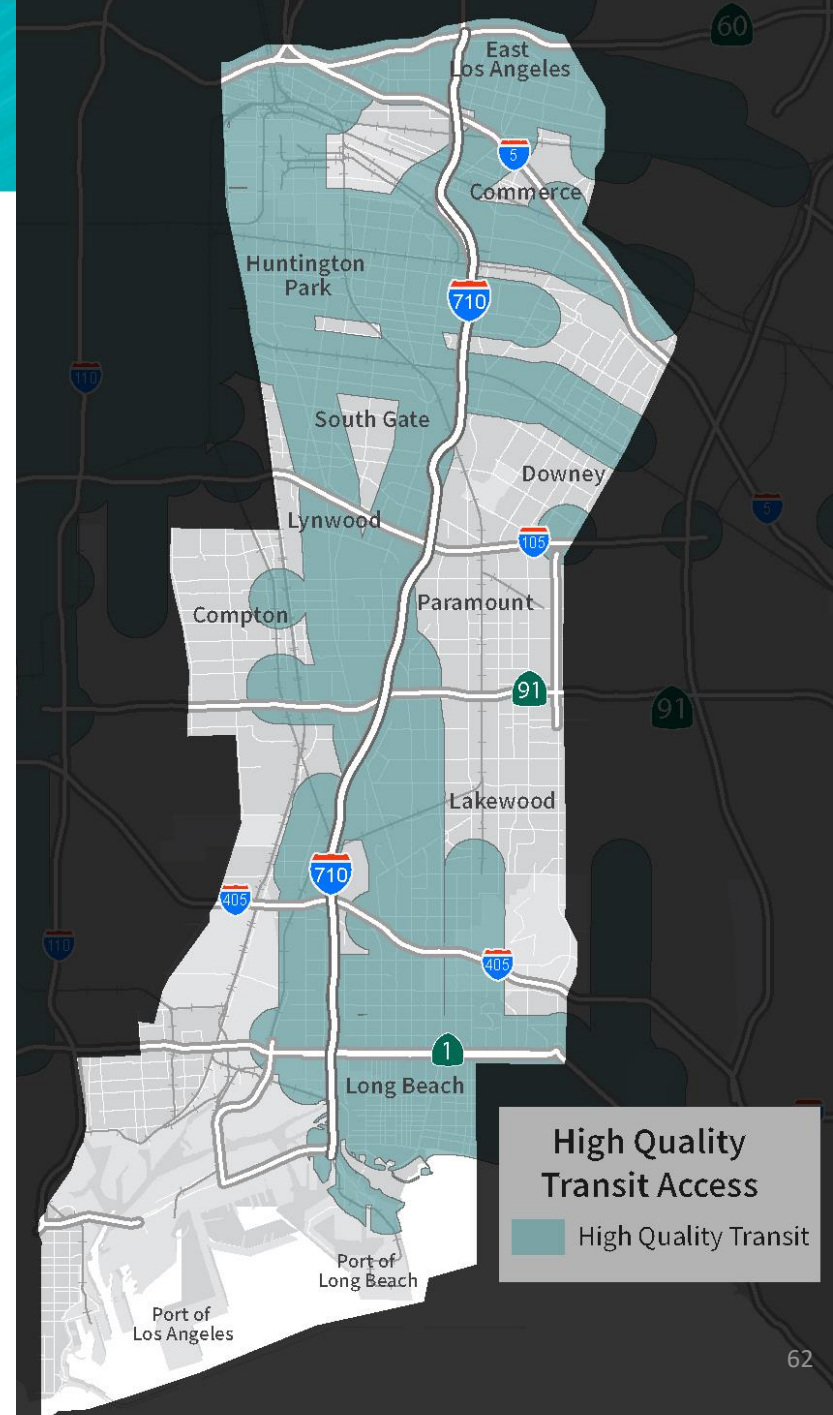
# Lack of Supermarket Access

- Supermarket access is defined as the percentage of people in urban areas who live less than ½ mile from a supermarket/large grocery store.
- Having access to a nearby supermarket can encourage a better diet and eating behaviors, lower the costs of obtaining food, reduce chronic diseases, and lower the risk of food insecurity. Food insecurity is the lack of consistent access to enough food for an active, healthy life.
- Areas with the lowest % of the population with supermarket access (under 5%, shown in blue) include Commerce, portions of Long Beach and Paramount, and the neighborhoods directly south of Compton and Route 91, west of the I-710. Some of these are industrial areas with no grocery stores and low population.
- Areas with a higher % of the population with access to grocery stores in the Study Area (over 60% shown in yellow and green), include neighborhoods in South Gate, Compton, Downey, Lakewood, and Long Beach.



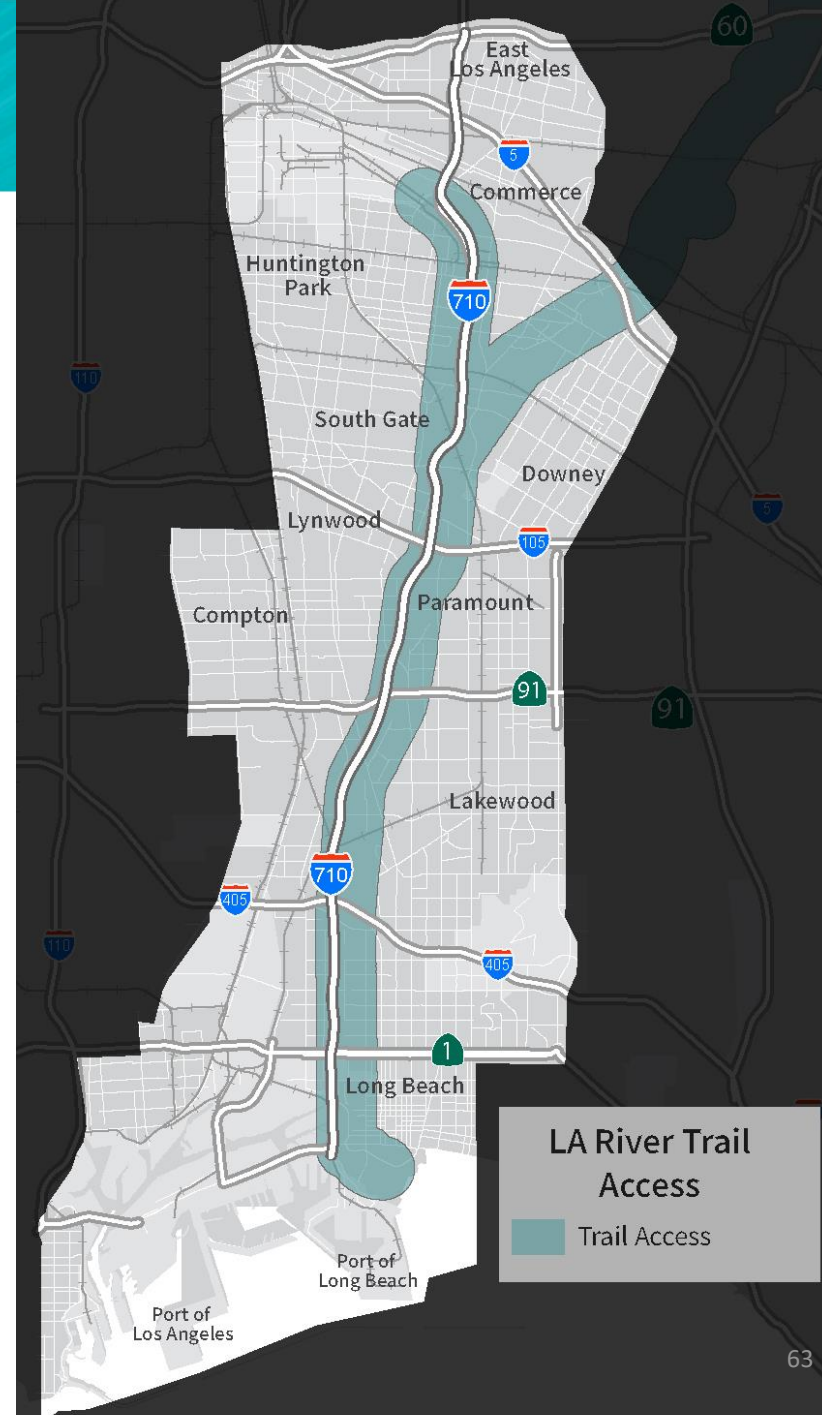
# High Quality Transit Access

- High Quality Transit Areas are defined by SCAG as an area within ½ mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.
- Frequent, convenient transit service is a key factor in creating viable non-motorized transportation options for traveling to work, school, home or other destinations, especially for those without a car who rely on the service as the primary mode of travel.
- 74% of residents in the Study Area reside within a half mile of a high-quality transit area



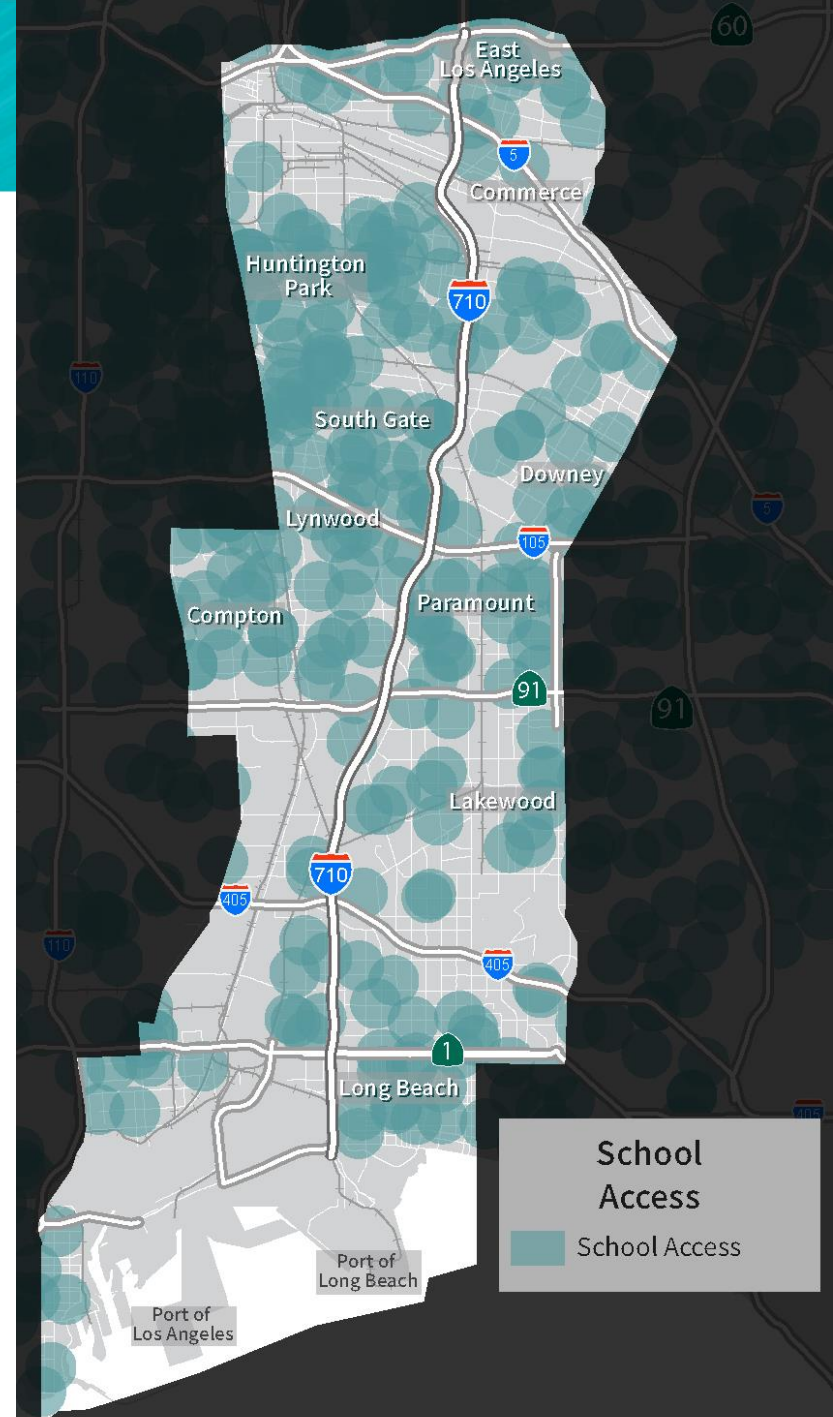
# LA River Access

- The LA River is a regional amenity that provides walking paths, bicycle paths, access to river adjacent parks, and activities
  - The Study Area contains the LA River Rio Hondo Channel (LARIO) Bike Path, a 29.1 mile of continuous bikeway between Vernon and Long Beach
  - Lower LA River Revitalization Plan identifies proposed multi-use path enhancements, complete streets, river channel enhancements, and bridge crossing improvements for this portion of the LA River
- About 23% of residents in the I-710 Study Area reside within a half mile of the LARIO Bike Path.



# Public School Access

- School access is defined as a distance of ½ mile from the nearest school
- The industrial areas in the I-710 Study Area do not include school locations
- Nearly all of residents in the I-710 Study Area reside within a half mile of a public school



# Air Quality

# Diesel Particulate Matter

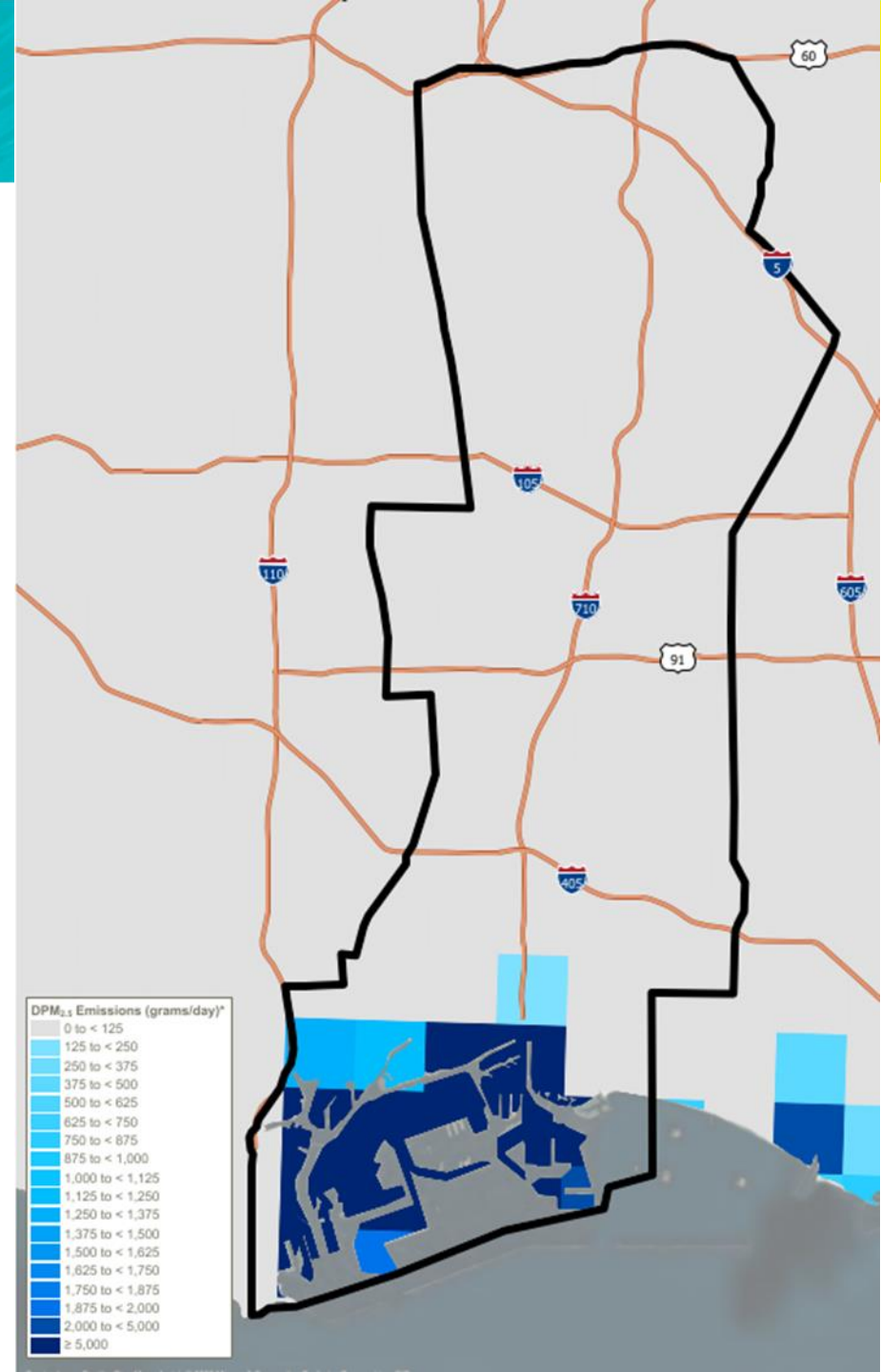
- At the January 2022 Task Force Meeting, there was a desire to better understand concentrations of Diesel Particulate Matter in the I-710 Corridor
- The South Coast Air Management District has provided the Study Team with their emissions modeling data broken down by major sources:
  - Stationary Sources
  - Ocean-Going Vessels and Commercial Harbor Crafts
  - Locomotives
  - Off-Road Equipment
  - On-Road Mobile Sources



# Diesel Particulate Matter

## Ocean-Going Vessels / Commercial Harbor Crafts

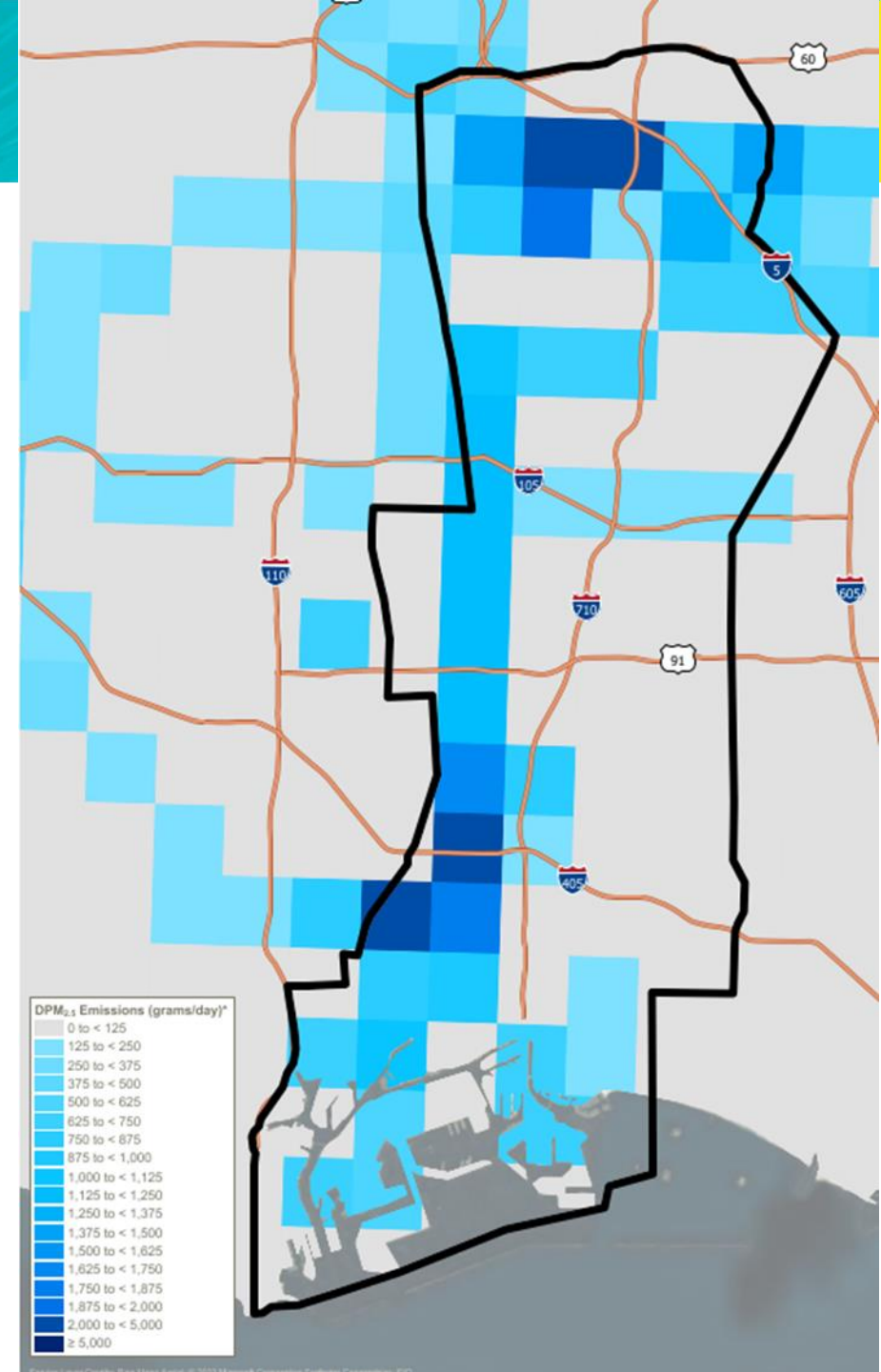
- Ocean Going Vessels, Commercial Harbor Crafts, and recreational boats are a form of Off-Road Mobile DPM Emissions.
- This affects the coastal areas near the Ports.
- The distribution of  $DPM_{2.5}$  emissions is depicted in grams per day.



# Diesel Particulate Matter

## Locomotives

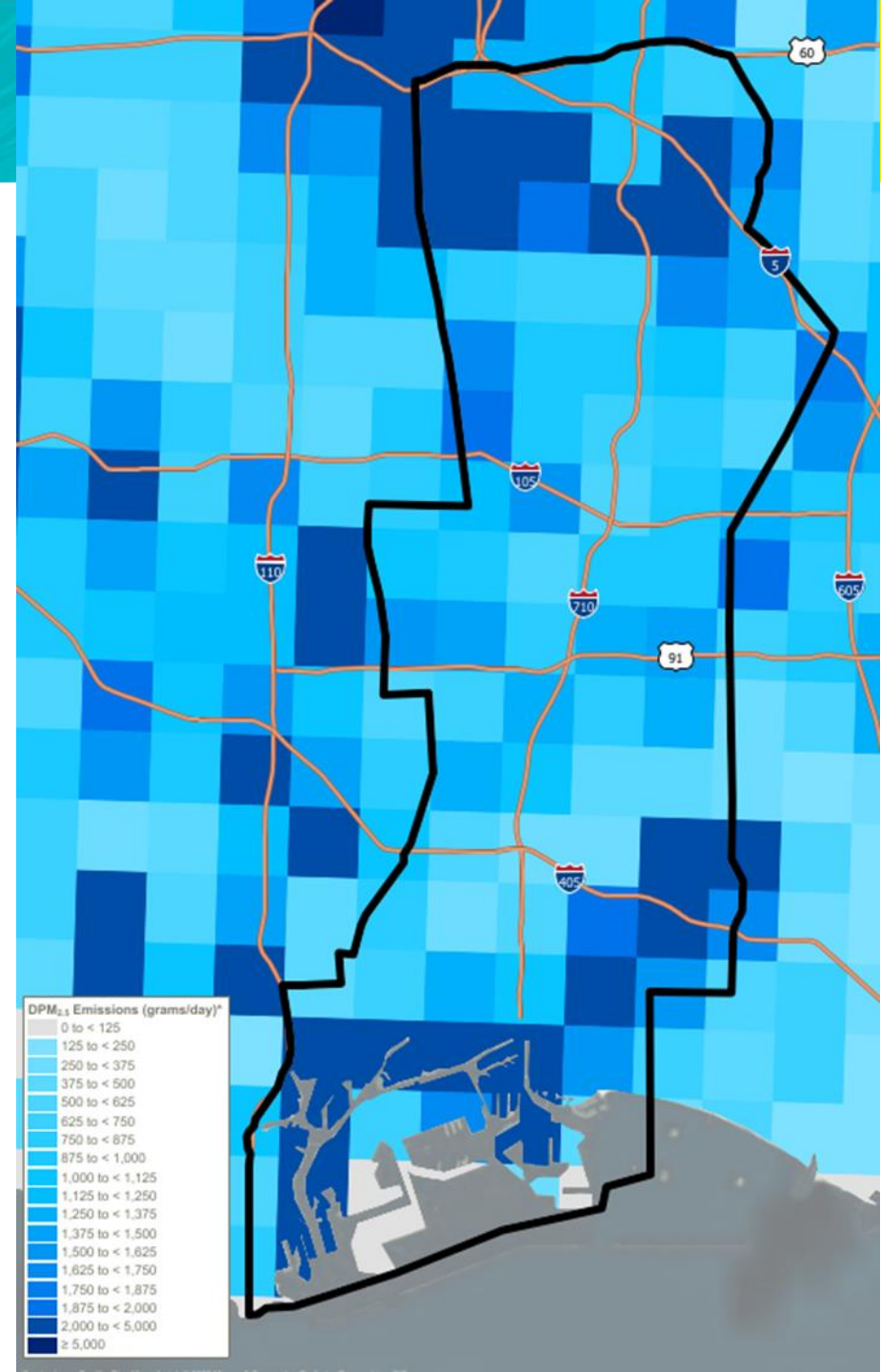
- Locomotives powered by diesel engines are a form of Mobile Off-Road DPM Emissions.
- These emissions patterns follow rail lines in the I-710 Study area including the Alameda Corridor, the intermodal rail yards, and other freight rail lines.
- The distribution of  $\text{DPM}_{2.5}$  emissions is depicted in grams per day.



# Diesel Particulate Matter

## Off-Road Equipment

- Off-Road Equipment is another form of Mobile Off-Road DPM Emissions.
- This category includes off-road equipment such as construction equipment and cargo handling equipment. These emissions patterns correlate to industrial land uses within the I-710 Study Area.
- The distribution of  $DPM_{2.5}$  emissions is depicted in grams per day.



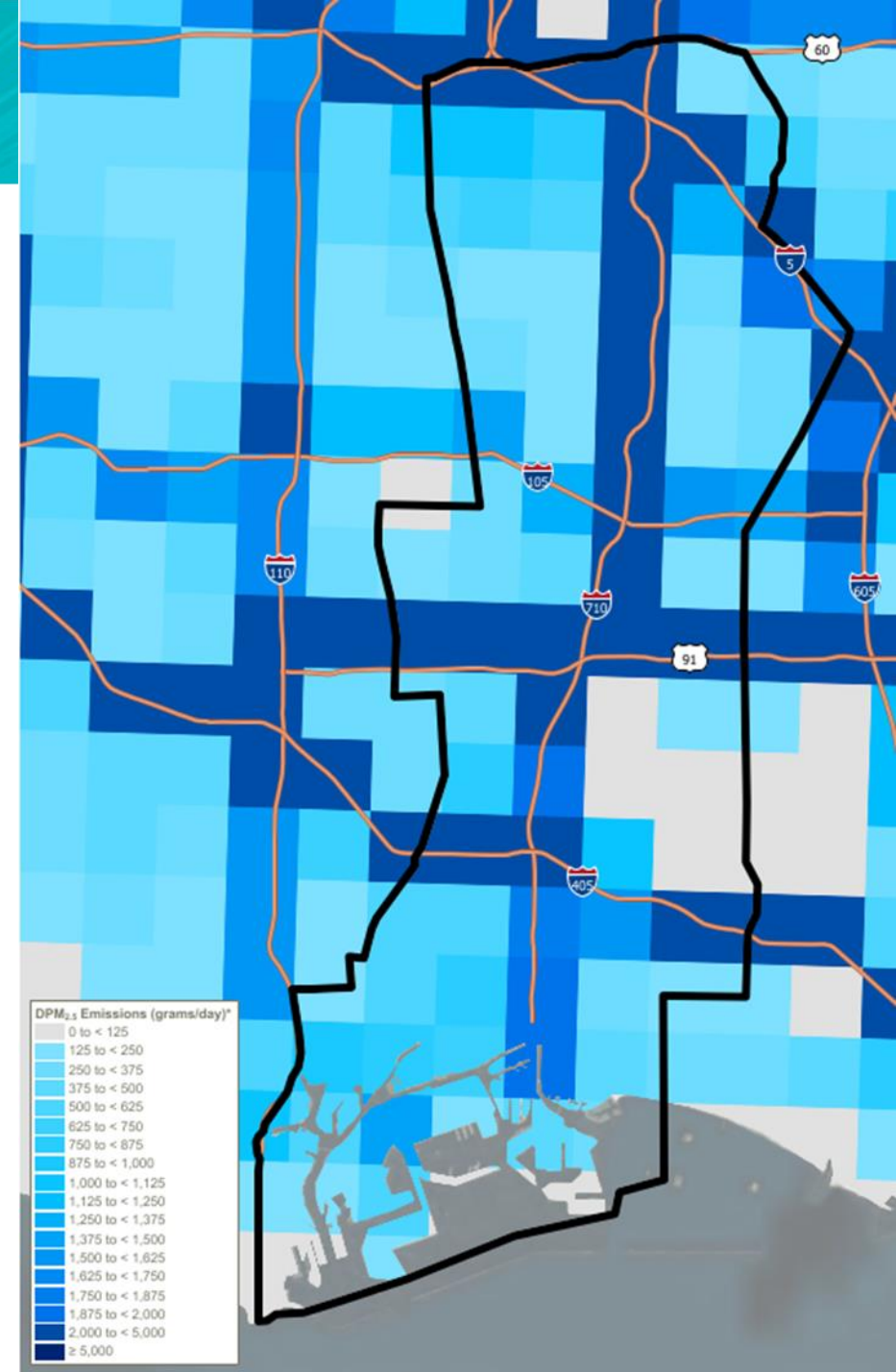
# Diesel Particulate Matter

## On-Road Mobile Sources

- On-Road sources of DPM Emissions include light duty passenger cars, light, medium, and heavy-duty trucks, motorcycles, motor coaches, motor homes, and urban, school, and other buses.
- The on-road category includes both gas and diesel vehicles, but only diesel fueled vehicles produce DPM emissions.
- These emissions patterns follow the major freeway corridors in the I-710 Study Area.
- The distribution of  $DPM_{2.5}$  emissions is depicted in grams per day.



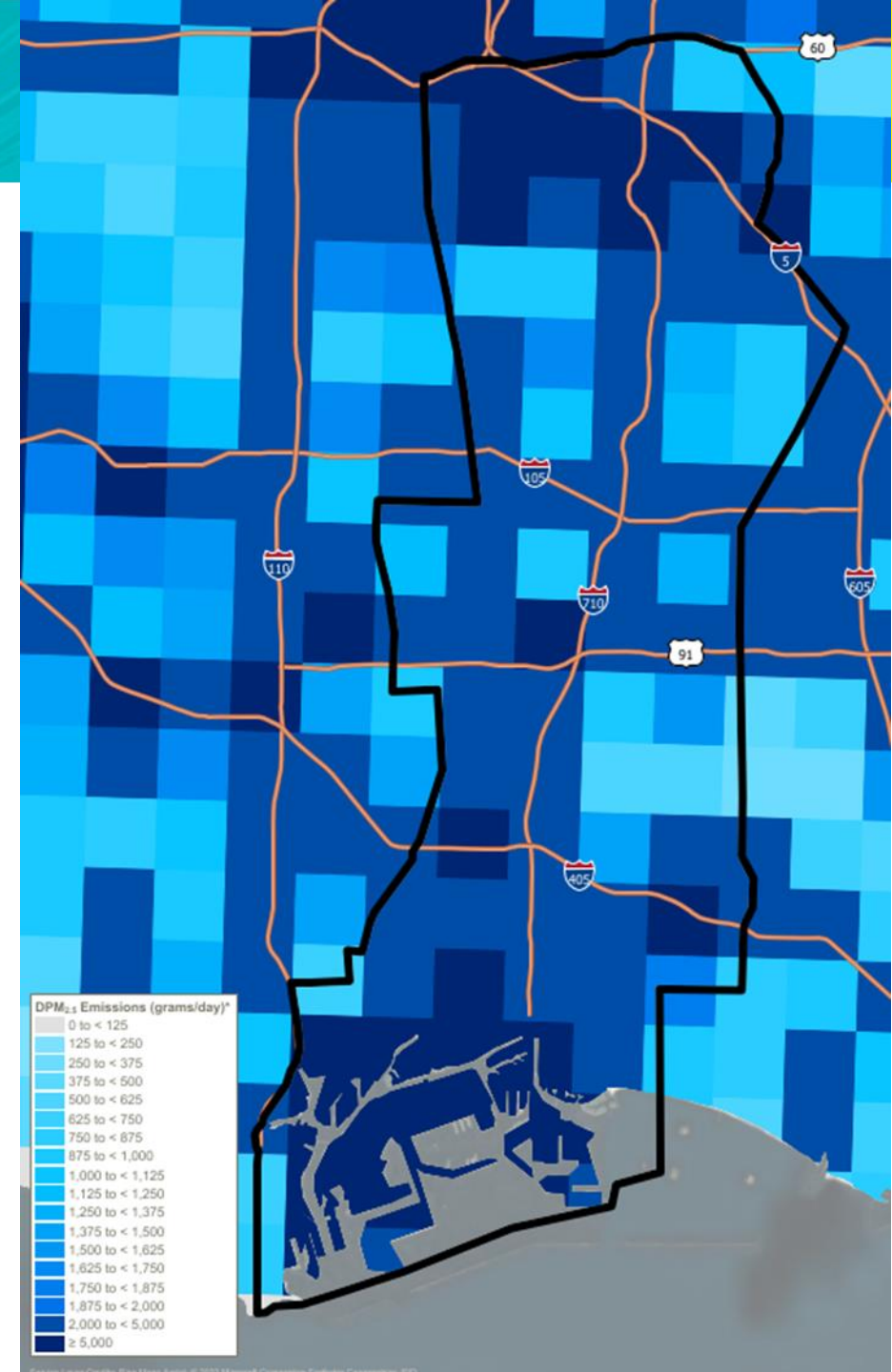
Source: South Coast Air Management District, MATES V, 2018 Air Toxic Emissions by Major Source Category



# Diesel Particulate Matter

## All Sources

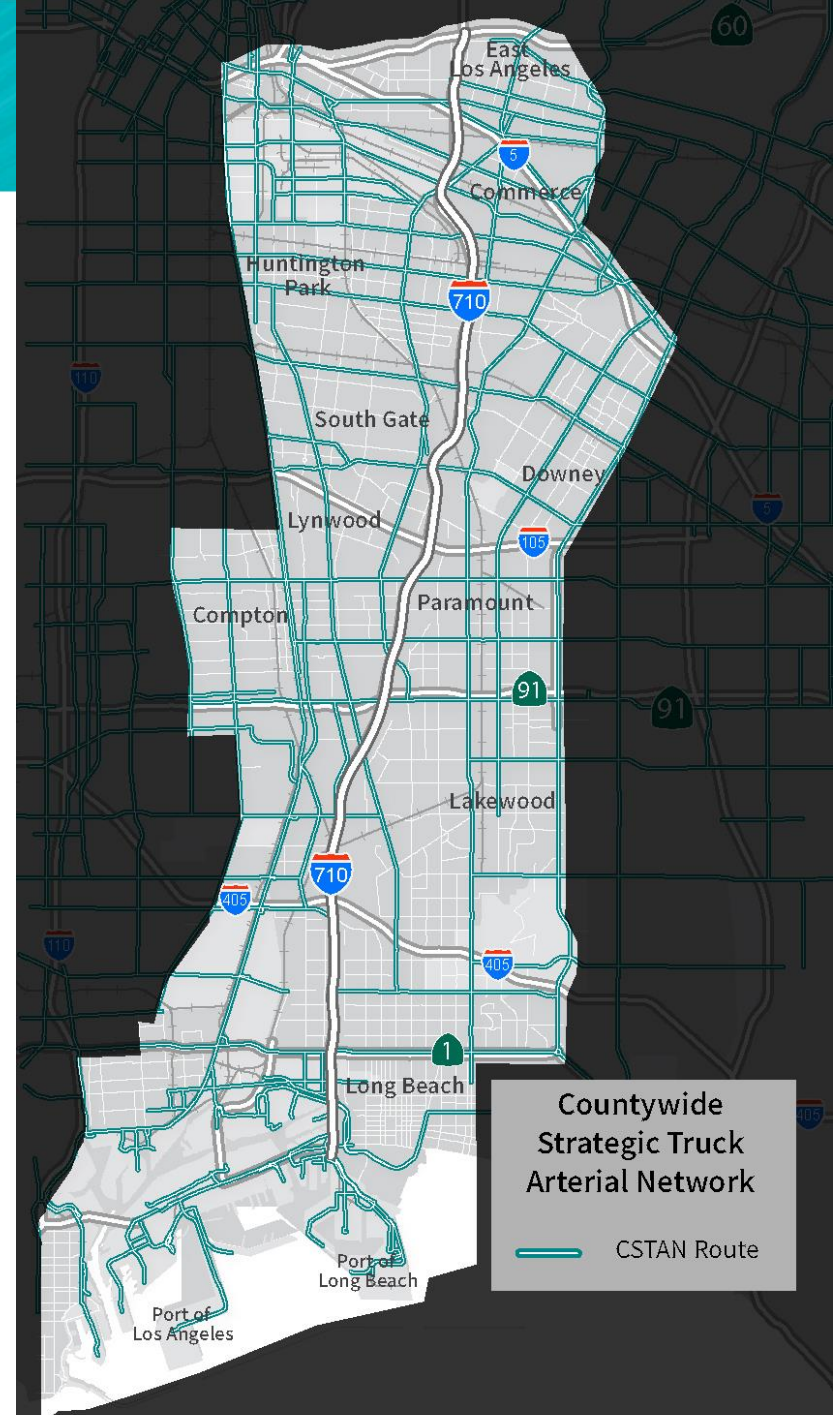
- This map includes all sources of DPM together:
  - Stationary Sources
  - Ocean-Going Vessels and Commercial Harbor Crafts
  - Locomotives
  - Off-Road Equipment, and
  - On-Road Mobile Sources
- The distribution of  $\text{DPM}_{2.5}$  emissions is depicted in grams per day.



# Transportation Systems

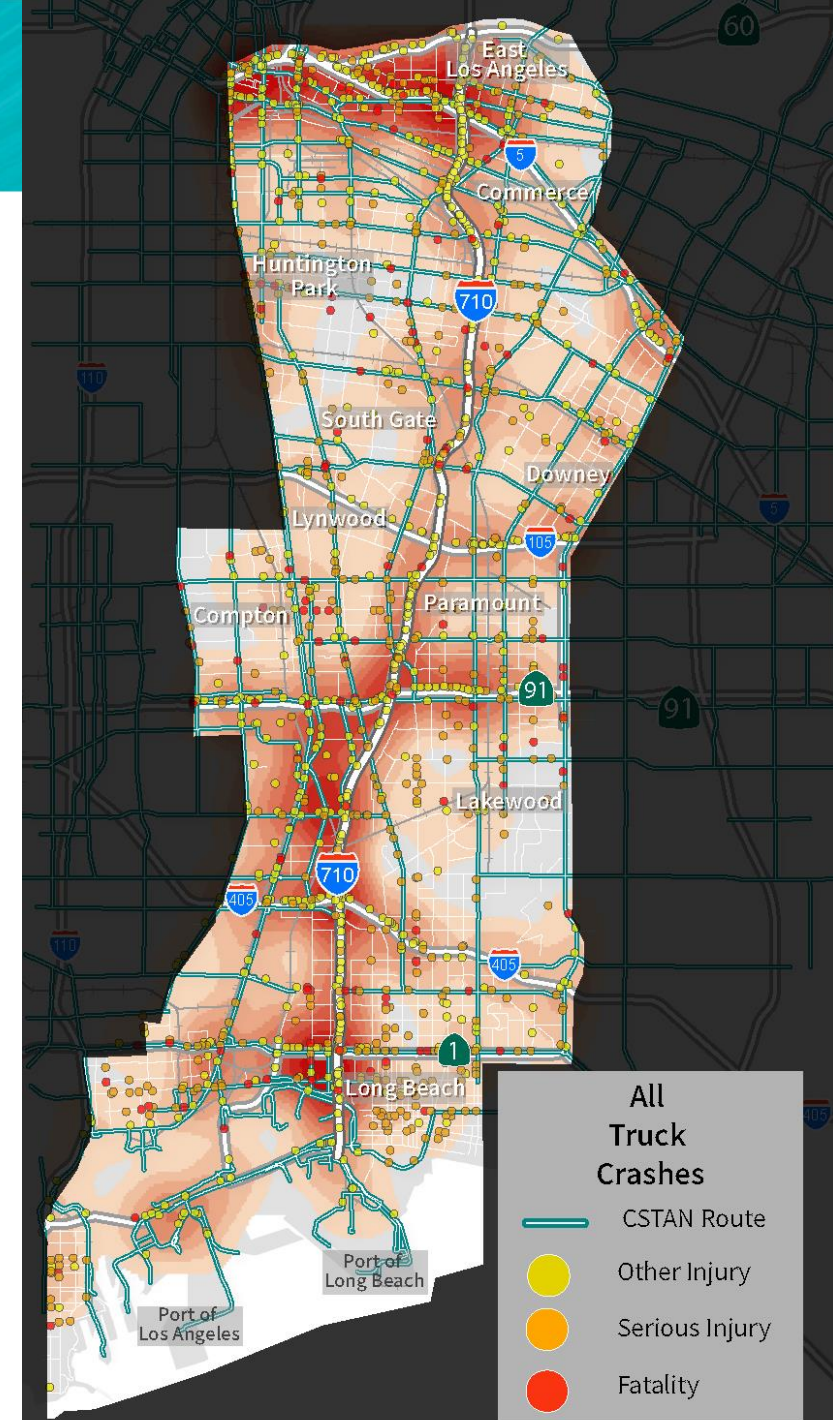
# Countywide Strategic Truck Arterial Network (CSTAN)

- What is the CSTAN and its purpose?
  - Identify primary truck arterial network in LA County
  - Prioritize truck related improvements
  - Minimize truck/pedestrian/bicycle conflicts
  - Focus database of truck arterial information for planning and the trucking industry
  - Help create inter-jurisdictional truck route system
  - Support the federal Primary Freight Network (PFN)

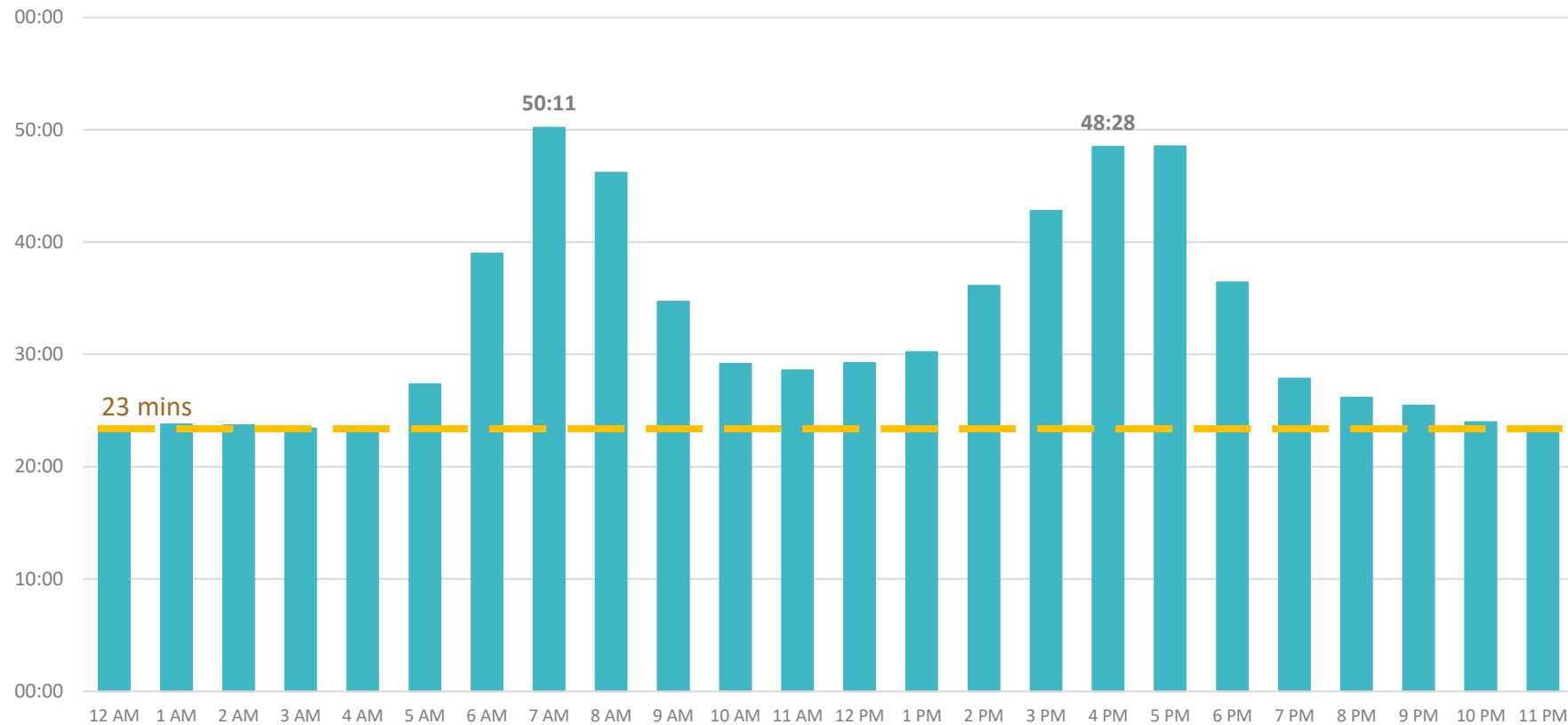


# Truck Crashes and CSTAN Network

- The 710 Freeway has a high level of truck crashes occurring along the full extent
- Hot spots include the northwestern portion of the Study Area and along several CSTAN routes;
  - Del Amo Blvd
  - Anaheim Street
  - PCH
  - Alameda Street
  - Long Beach Boulevard

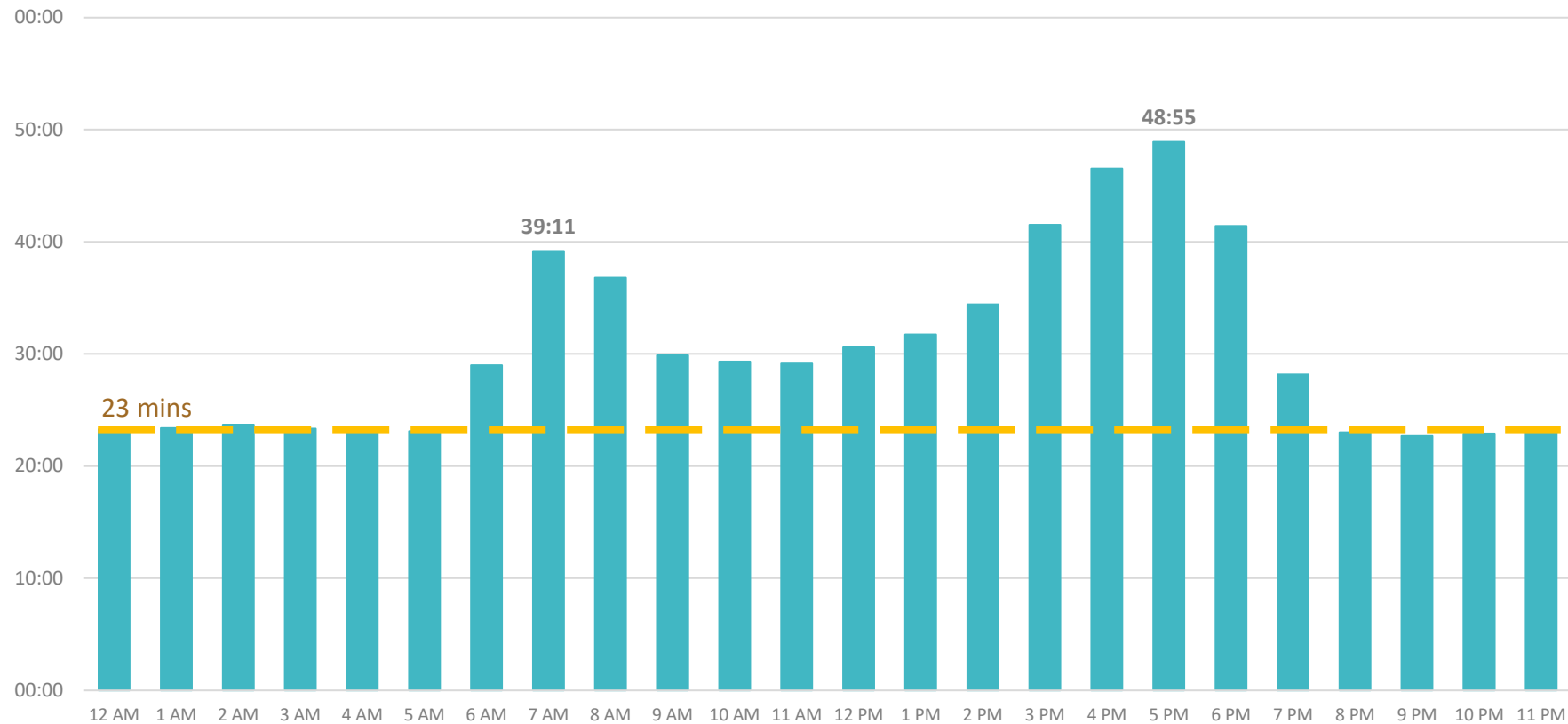


# Travel Time – I-710 Freeway Northbound



During morning and afternoon/evening peak hours, the travel time is much longer and commuters experience recurrent delays.

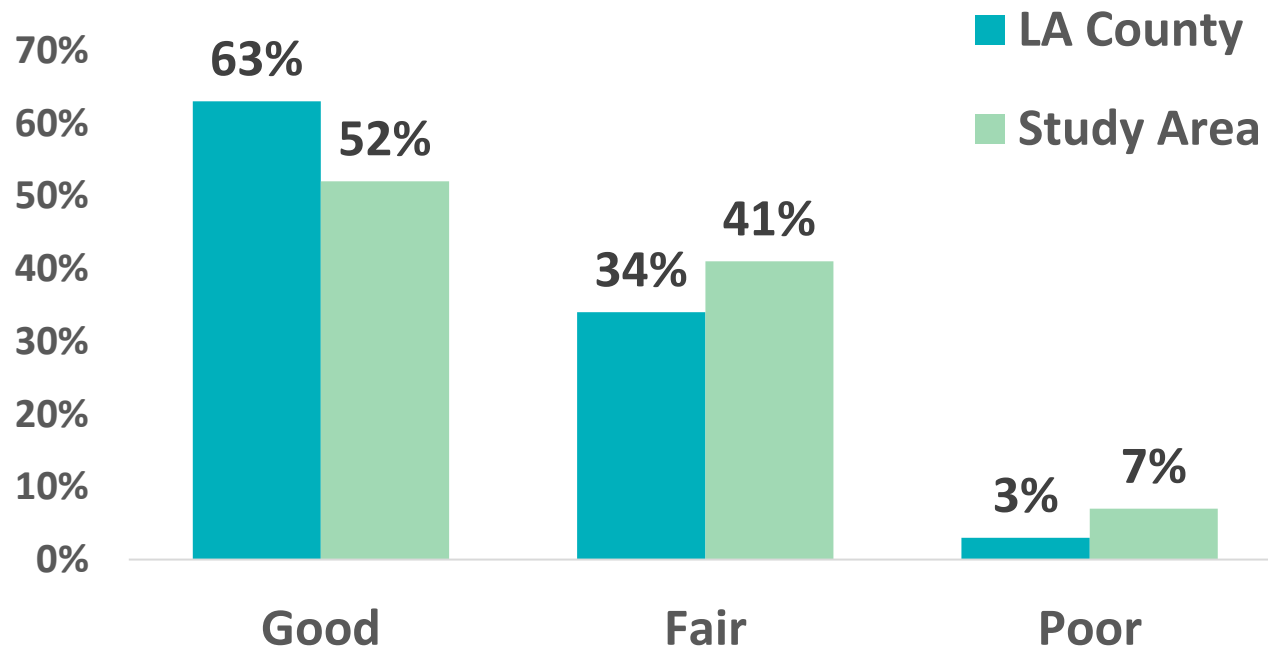
# Travel Time – I-710 Freeway Southbound



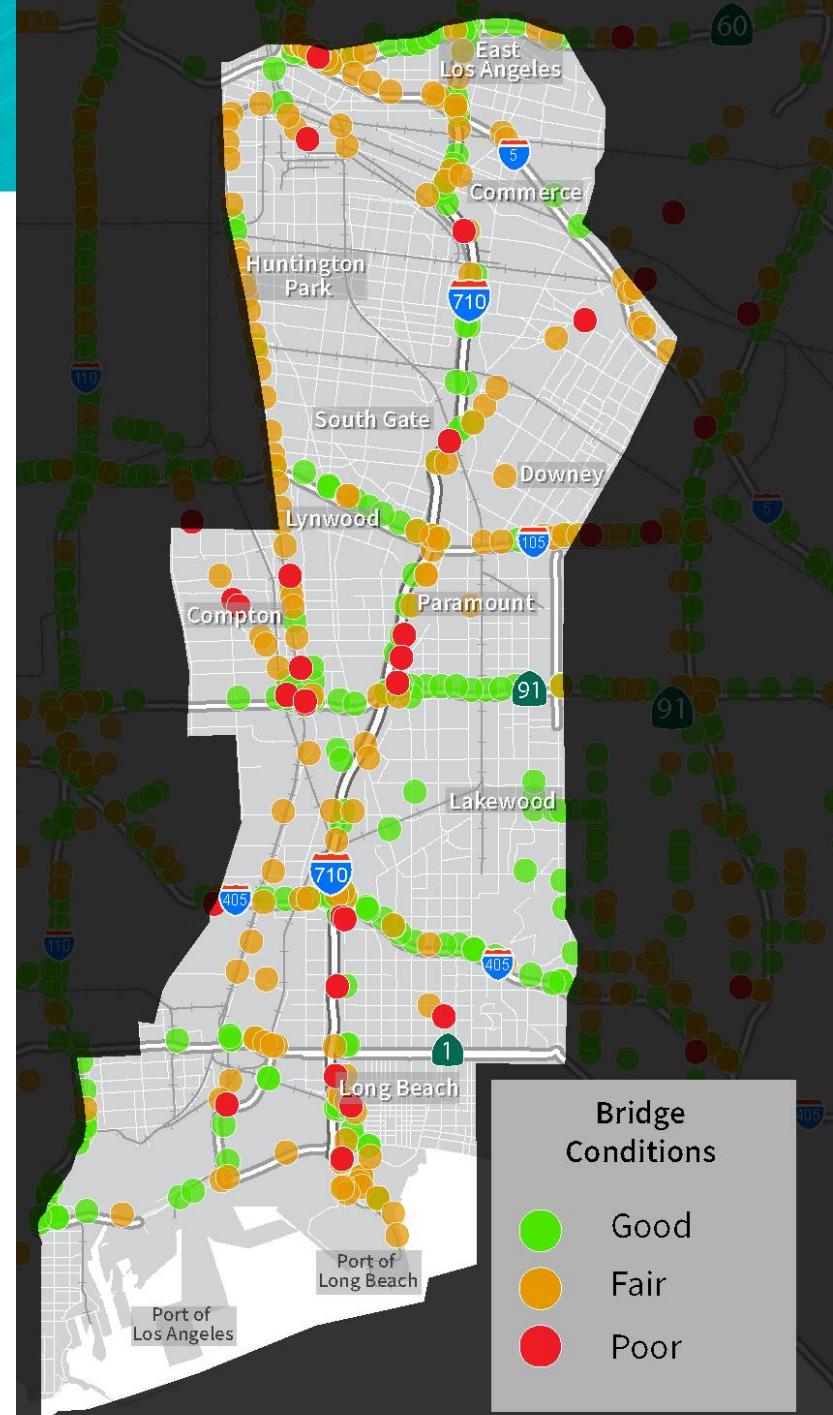
During the morning and afternoon/evening peak hours, the travel time is much longer and commuters experience recurrent delays.

# Bridge Condition

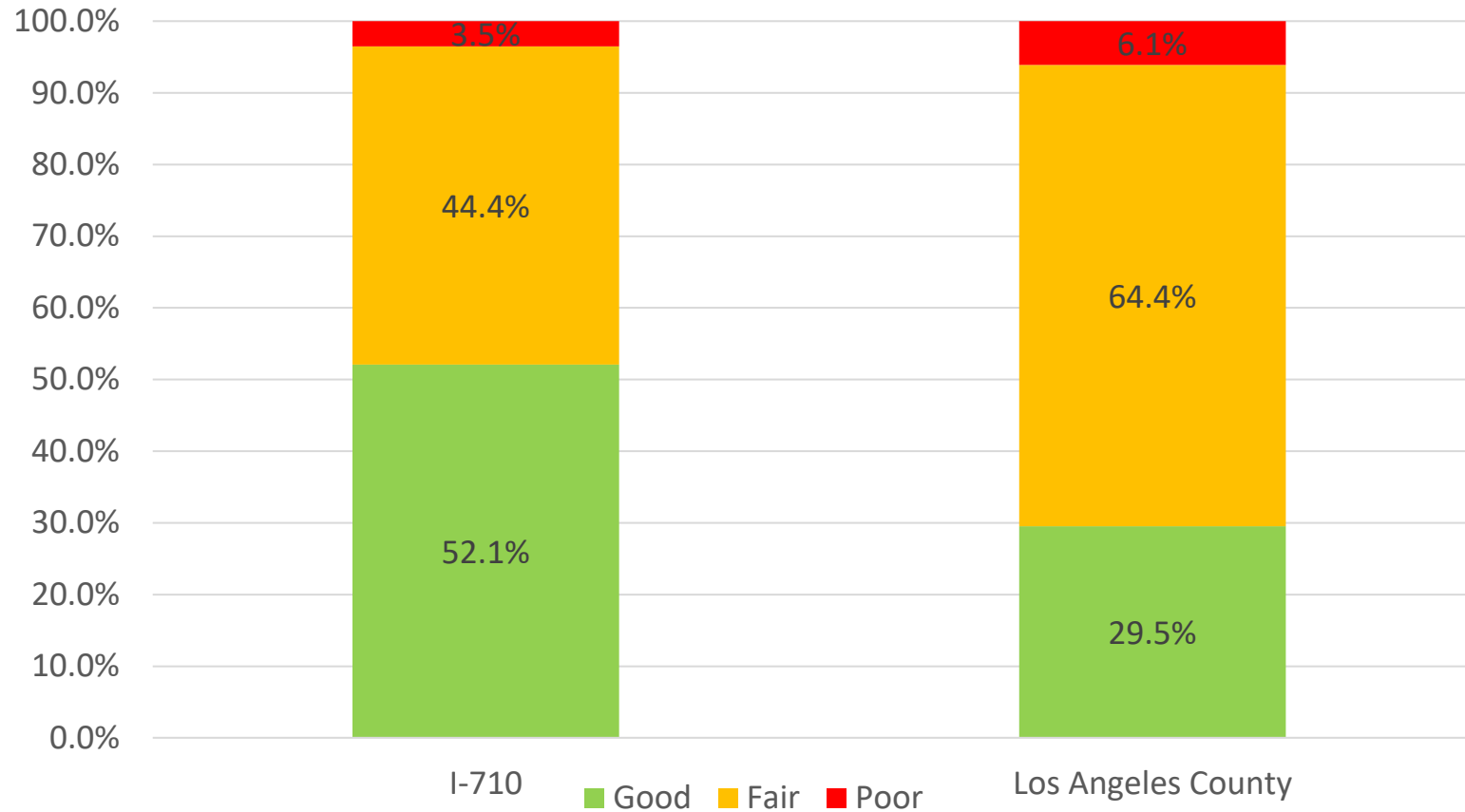
- The 710 Study Area features disproportionately more bridges in poor and fair condition than LA County
- Several bridges along I-710 are in poor condition



Source: U.S. DOT, FHA, Office of Bridges and Structure, National Bridge Inventory (NBI)

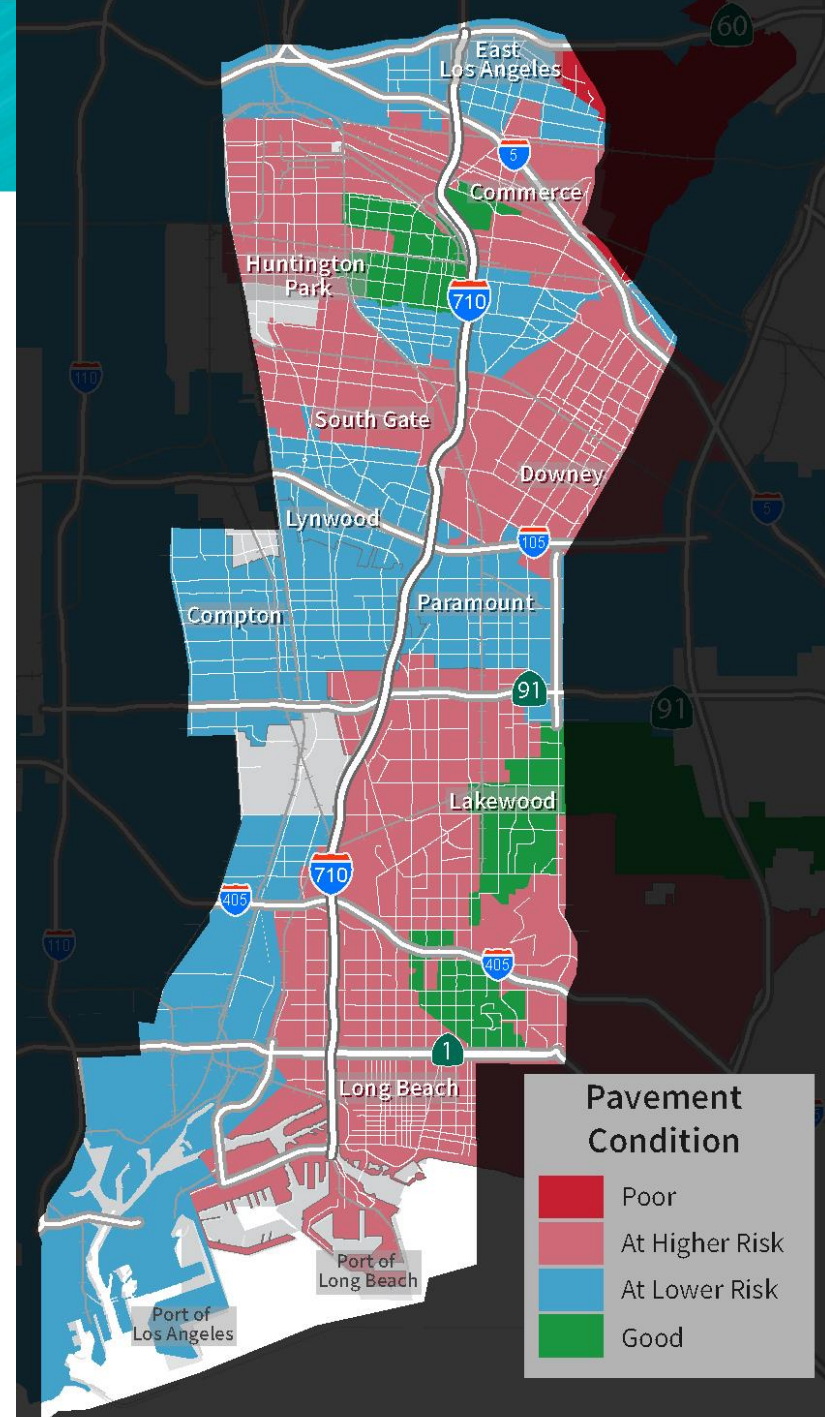


# Freeway Pavement Condition – I-710 Compared to LA County



# Local/Arterial Pavement Condition

- Pavement Condition, reported at the City or Jurisdiction level, classifies local and arterial roads using four levels
  - Poor
  - At Higher Risk
  - At Lower Risk
  - Good
- No jurisdictions in the 710 Study Area have their roads classified as “Poor” however more than half of the area is classified as “At Higher Risk”
- Condition is based on reporting by cities as well as estimates. If a city did not report, the actual conditions may differ



# Task Force Discussion


# Public Comment

You will be given **2 minute** to make your question or comment, in order to maximize participation.

Se le dará **2 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.

02:00

mins:  secs:  type:

 Breaktime for PowerPoint by Flow Simulation Ltd.

Pin controls when stopped

# Upcoming Meetings



## Share Your Vision and Goals for the I-710 South Corridor!

Metro and Caltrans are developing strategies for improving the I-710 South Corridor between its terminus in Long Beach and SR-60 in East Los Angeles. In planning for future projects and programs along this important corridor, Metro and Caltrans are seeking input from community members regarding your priorities for mobility and livability, among other aspects. Understanding these priorities will help us establish a Vision and Goals Statement for future improvements.

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All Metro meetings are held in ADA accessible facilities. Other ADA accommodations and translations are available by calling 323.466.3876 or California Relay Service at 711 at least 72 hours in advance.

### PLEASE JOIN US: VISION AND GOALS PUBLIC MEETING

**Wednesday, March 23, 2022**  
5:30 pm - 7 pm

Registration Link: [tinyurl.com/VisionandGoalsPublicMeeting](https://tinyurl.com/VisionandGoalsPublicMeeting)  
Webinar ID: 840 4998 9434  
Passcode: 5851  
English Call-In: 213.338.8477

Llamada en español: 571.317.3112  
Código de acceso: 708-244-229

សេចក្តីសម្តី អំពីការរៀបចំប្រជុំ: 646.749.3122  
លេខតូដូលប្រើ: 271-185-229

Mga Detalye sa Call-in sa Pagpupulong: 646.749.3122  
Kodigo: 728-502-509

Habrá interpretación en español, jemer y tagalo.  
មានការបកប្រែផ្ទាល់មាត់ ជា ភាសាអេស្ប៉ាញ ភាសាខ្មែរ និងភាសាតាហ្គាឡុក។  
Ibibigay ang interpretasyon sa Espanyol, Khmer at Tagalog.

323.466.3876 x2  
Español  
323.466.3876

中文 x3 русский x7  
한국어 x4 ગુજરાતી x8  
Tiếng Việt x5 ភាសាខ្មែរ x9  
日本語 x6 ភាសាខ្មែរ x10

## Vision & Goals Development Public Meeting

- > **Wednesday, March 23 5:30-7:00 pm**

## Task Force

- > Task Force Meeting #7  
*Monday, April 11, 5-7:30 pm*
- > Task Force Meeting #8  
*Monday, May 9, 5-7:30 pm*

## Community Leadership Committee

- > Community Leadership Committee  
*Thursday, March 31, 5:00-6:30 pm*

## Working Groups

- > Zero-Emission Truck (formerly Clean Truck Working Group)  
*Tuesday, March 22, 1-2:30 pm*
- > Equity Working Group  
*Tuesday, April 5, 5-7:30 pm*

# Stay connected to this project



Michael Cano, *Executive Officer (Interim)*  
*Countywide Planning & Development*  
Metro

One Gateway Plaza, MS 99-13-1  
Los Angeles, CA 90012



213.922.4710



*710corridor@metro.net*



*metro.net/projects/i-710-corridor*



*@metrolosangeles*



*losangelesmetro*

**Thank you for joining us!**