

Long Beach - Este de Los Angeles

Plan de Inversión en Movilidad del Corredor

Comentarios y Respuestas



Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reuniones comunitarias					
Reunión Comunitaria de Commerce					
Reunión Comunitaria de Commerce	Sylvia Betancourt	Comité Consultivo , LBACA	2/1/2024	Es importante observar la autopista 710 y ver cómo afecta al comercio. No estamos ampliando la autopista, ¿pero estamos aumentando el tráfico de camiones? ¿Qué impactos habrá en la seguridad de los peatones (caminar, ciclismo)?	<p>"El Plan de Inversiones que Metro propone construye un futuro más limpio, sostenible y saludable, apoyando múltiples modos de transporte y dando prioridad a las personas.</p> <p>Multimodal Mejorar los pasos sobre la autopista para que proporcionen beneficios multimodales y ""reconecten las comunidades del corredor LB-ELA"" separadas por la autopista y el río: cruces más seguros para peatones y ciclistas, mayor fiabilidad y eficacia de los autobuses y el transporte público, mejora del flujo del tráfico arterial para reducir los accidentes y los conflictos entre peatones y ciclistas.</p> <p>Carriles auxiliares centrados en la seguridad operativa que proporcionen zonas de transición para que coches y camiones puedan entrar y salir de la autopista de forma más segura en lugares con mayor número de accidentes que los que puede resolver un simple diseño de rampa: Seguridad para los residentes/usuarios en los accesos locales</p> <p>Seguridad Proporcionar condiciones más seguras para todos los usuarios de la autopista y los enlaces locales, especialmente para los miembros de la comunidad que acceden a la autopista. Reducción de los conflictos para los coches y camiones que entran y salen de la autopista: mejora de las rampas de entrada y salida, zonas de transición, radios de giro, controles de señales de tráfico.</p> <p>Acceso Mayor acceso al servicio de autobuses, a los carriles para peatones y bicicletas y a la movilidad personal, lo que permitirá un mayor acceso a las comunidades, a la educación, a la asistencia sanitaria y a otras oportunidades económicas. Acceso local más seguro al sistema de autopistas. "</p>
Reunión Comunitaria de Commerce	Sylvia Betancourt	Comité Consultivo , LBACA	2/1/2024	Debería haber muchas formas seguras de utilizar la calle, teniendo en cuenta la calidad de vida y la salud.	Gracias por su comentario. Nos comprometemos a apoyar proyectos que promuevan la visión y los objetivos del corredor, que se centran especialmente en la salud, la calidad de vida y la seguridad.
Reunión Comunitaria de Commerce	Anonimo	N/A	2/1/2024	Corredor de Alameda: ¿existe la posibilidad de usarlo para el tránsito y aliviar la congestión en las autopistas?	
Reunión Comunitaria de Commerce	Anonimo	N/A	2/1/2024	¿Cómo podemos identificar los proyectos y programas específicos en nuestras comunidades?	
Reunión Comunitaria de Commerce	Veronica	La Palma Resident	2/1/2024	Pldo más opciones de transporte público desde Commerce hasta La Palma.	
Reunión Comunitaria de Commerce	Anonimo	N/A	2/1/2024	¿Cómo podemos involucrar a las comunidades en las reuniones?	
Reunión Comunitaria de Lynwood					
Reunión Comunitaria de Lynwood	Anonimo		2/7/2024	Me alegró ver que los fondos que se reservaron para la expansión de la 710, que tardaron tanto en llamar la atención de los responsables que no viven en esta área, se destinen a otras cosas que realmente necesitamos. Lo que escucho de los usuarios de autobuses es que necesitamos cobertura en las paradas de autobús. Necesitamos tener el horario de autobuses disponible en las paradas. A las personas que realmente dependen del servicio de autobús les sería muy útil tener el horario del autobús anunciado y disponible en la parada. Me hace sentir esperanzado que nos escuchen como contribuyentes. Merecemos tener estas mejoras en nuestra área.	Sí, y los \$730 millones provienen de impuestos que pagan los miembros de la comunidad.
Reunión Comunitaria de Lynwood	Anonimo		2/7/2024	*(1/2) Estoy emocionado por ver más detalles sobre los proyectos. En la diapositiva de la línea de tiempo, mostró que habría una presentación en marzo ante la Junta de Metro. ¿Qué se va a informar? ¿Se votará sobre algún proyecto en esa reunión?	
Reunión Comunitaria de Lynwood	Sinetta	CLC, East Rancho Dominguez	2/7/2024	Quería decir que esta no ha sido una tarea fácil. Se invirtió mucho tiempo en estas reuniones, se hicieron muchas preguntas. Supongo que lo que intento decir es que este informe es simplemente una formalidad para Metro. Hubo muchas preguntas de la comunidad. En su mayoría, tomó nuestro tiempo personal sentarnos y escuchar al personal, debatir y discutir ideas, tener a Metro y al equipo técnico explicando lo que querían decir o cuáles eran los planes. Hubo una gran participación comunitaria. Represento a East-Rancho Dominguez y me uní al CLC en marzo de 2020.	El CLC se ha reunido todos los meses, a veces dos veces al mes. También ha habido horarios de oficina con tiempo 1 a 1 entre el CLC, Metro y el equipo del proyecto.

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Reunión Comunitaria de Lynwood	Anonimo		2/7/2024	Puede notarse en el informe que se invirtieron muchas, muchas horas en esto. Quiero aprovechar la oportunidad esta noche, porque m	Hemos implementado un enfoque de múltiples vertientes para nuestra seguridad. No son fuerzas del orden, pero ayudan a nuestros usuarios con la seguridad. Si hay un incidente, entonces lo reportan a la policía de Los Ángeles (LAPD). También tenemos trabajadores que verifican que se haya pagado la tarifa. Metro actualmente está considerando desarrollar nuestra propia fuerza de seguridad para no tener que subcontratar a la LAPD o a la policía de Long Beach (LBPD). También estamos desplegando PATH, trabajando mayormente con el condado, para ayudar a los usuarios sin hogar a conectarse con recursos. Este comentarios , y hemos escuchado comentarios similares de otros usuarios, está siendo continuamente revisado por Metro e implementado en el plan final.
Reunión Comunitaria de Lynwood	Anonimo		2/7/2024	Entiendo que los programas comunitarios no pueden financiarse con fondos de transporte. Gran parte de la financiación propuesta a nivel estatal y local necesita incorporar la participación comunitaria. ¿Cómo es diferente la participación comunitaria de los programas comunitarios?	La participación comunitaria es tomada muy en serio por Metro. La participación de la comunidad se integrará en cualquier programa comunitario que se implemente. Es parte de nuestro proceso. Como parte de su práctica en Metro, los proyectos importantes realizados por ciudades o condados se comunican con Metro sobre la participación/alcance comunitario. Si un proyecto va a interrumpir calles o caminos, los condados y ciudades notifican a Metro. Es una colaboración.
Reunión Comunitaria de Long Beach					
Reunión Comunitaria de Long Beach	Kerry Beth Larick	Car Lite LB	01/12/24	Por favor, desinvirtan en autopistas y coches e inviertan más en transporte activo y Bus Rapid Transit (BRT). Si quieren equidad, den prioridad a estas formas de transporte. Además, al abordar la seguridad y los accidentes, por favor incluya qué partes del plan están dedicadas a los esfuerzos de Visión Cero.	
Reunión Comunitaria de Long Beach	Joshua Dungea		01/12/24	1. Reducir la parte desproporcionada de la inversión destinada a mejorar las autopistas. Más hacia el tránsito y las calles compactas. 2. La financiación de la electrificación del ferrocarril de mercancías está muy bien, pero los monopolios ferroviarios de mercancías tienen fama de no ceder ante las iniciativas sostenibles. Me temo que invertir en esto produciría pocas recompensas. 3. Implantar medidas de pacificación del tráfico que se combinen con reducciones del límite de velocidad. Long Beach ha superado la segunda parte. 4. Mejorar la prioridad de las señales, no la exención de señales, a lo largo de la Línea Azul. Reducción de los retrasos y mejora general del servicio.	Gracias por su comentario. El CMIP final incluye un mayor nivel de inversión para el tránsito y el transporte activo. Creemos que los proyectos recomendados en el plan de inversión apoyan la visión y los objetivos del corredor, tal como se indica en su comentario.
Reunión Comunitaria de Long Beach	Enrique Hernandez		01/12/24	Me preocupa un poco la vaguedad de la financiación de los programas comunitarios. Creo que si hubiera más orientación, me inclinaría a estar satisfecho con las bajas cifras.	Gracias por el comentario. El CMIP definitivo incluye una sección sobre la aplicación y más detalles sobre los grupos de trabajo y los programas comunitarios.
Reunión Comunitaria de Long Beach	Erin Hopes	Car Lite LB	01/12/24	Necesitamos carriles bici protegidos para cruzar la I-710 y el río LA. Esto es especialmente importante en Willow Ave. en Long Beach y Firestone en South Gate.	
Reunión Comunitaria de Long Beach	Marilyn Olivares	CBE	01/12/24	Lo que me preocupa es que el presupuesto y los proyectos futuros sigan promoviendo la equidad y la salud, pero no avancen realmente en proyectos de ahorro comunitario ni en el arreglo de carreteras comunitarias.	Gracias por su comentario. Metro se compromete a seguir trabajando con la comunidad y nuestros grupos de trabajo para garantizar que nuestros compromisos de financiación sigan apoyando la visión y los objetivos del corredor.
Reunión Comunitaria de Long Beach	Uriah Blackwell	CBE	01/12/24	¿Cuál es el método directo que Metro tiene previsto para comprometer a las comunidades locales en torno al corredor a fin de garantizar que los socios locales y los miembros de la comunidad obtengan las oportunidades de empleo que crearía este proyecto? ¿Existen ya planes para hacer tangible este compromiso?	
Reunión Comunitaria de Long Beach	Stephanie Gomez	SOW Collective	01/12/24	Hola, me gustaría aprender/participar en un grupo de trabajo comunitario centrado en la equidad, las paradas de autobús y las iniciativas de gen sostenible.	
Reunión Comunitaria de Long Beach	William Frankfield	Resident	01/12/24	Metro necesita más fondos para mejoras en los autobuses, especialmente en el corredor de Atlantic y Long Beach Blvd. LA Metro necesita acelerar las mejoras del Centro de Operaciones de Gestión de Tránsito de Compton.	
Reunión Comunitaria de Long Beach	Ozzip	CBE	01/12/24	Una preocupación que tengo es que durante la presentación se mencionó que la preocupación número uno con proyectos a lo largo de la 710 era la calidad del aire. Sin embargo, no se mencionó ningún proyecto para aumentar completa y explícitamente la calidad del aire *AHORA* Se debería hacer más por un aire limpio.	Gracias por su comentario. Reconociendo que los grandes proyectos de infraestructuras pueden tardar años en ejecutarse, el plan de inversiones incluye proyectos y programas de diferentes escalas y plazos que pueden mejorar la calidad del aire a corto y largo plazo. Mejoras como la filtración del aire en las escuelas, la vegetación o los controles sanitarios pueden implantarse rápidamente y se llevarán a cabo a través del programa de beneficios para la salud de la comunidad.
Reunión Comunitaria de Long Beach	Paola Vargas	East Yard	01/12/24	Nuestras comunidades necesitan disponer de una amplia gama de fondos asignados a beneficios y programas comunitarios. Necesitamos zonas verdes, infraestructuras de emisiones cero para mitigar los problemas de salud pública, programas locales de contratación y mano de obra, carriles bici, mayores medidas de seguridad, etc.	Gracias por su comentario. Nos comprometemos a apoyar proyectos que promuevan la visión y los objetivos del corredor y aborden las cuestiones planteadas en su comentario.
Reunión Comunitaria de Long Beach	Adriana Garcia	LANCT	01/12/24	Me encantaría dar prioridad a la financiación de zonas verdes de amortiguación en relación con los problemas de salud pública derivados de la contaminación de las autopistas.	Gracias por su comentario. Nos comprometemos a apoyar proyectos que promuevan la visión y los objetivos del corredor y aborden las cuestiones planteadas en su comentario.
Reunión Comunitaria de Long Beach	Elsa Tung	KE Impact LLC	01/12/24	El plan actual tiene una inversión excesiva en proyectos de autopistas y una inversión insuficiente en transporte público y activo, especialmente 170,6 millones de dólares de inversión inicial en autopistas frente a 29 millones de dólares de inversión inicial en transporte público (la autopista es casi 6 veces mayor que el transporte público). Es necesario presionar a las ciudades para que identifiquen los proyectos de transporte para la inversión inicial.	Gracias por su comentario. El CMIP final incluye un mayor nivel de inversión para el tránsito.

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Reunión Comunitaria de Long Beach	N/A		01/12/24	¿Qué se está haciendo diferente con estos carriles auxiliares de los que hay actualmente en las Ciudades de Entrada del Consejo de Gobiernos en la 91? Nos dijeron que mejorar los patrones de circulación es más seguro, pero con la calidad del aire y la demanda inducida al aumentar la capacidad de los coches, es difícil de creer. ¿Qué otras mejoras en la seguridad de los camiones se pueden hacer sin aumentar la capacidad para los coches?	Las inversiones iniciales incluyen un paquete de 12 mejoras de seguridad operativa que se evaluarán una vez que el Grupo de Trabajo y el Consejo de Metro aprueben el Plan. En ese momento se evaluarán otras mejoras en los patrones de seguridad de los camiones en relación con la demanda inducida y el aumento de los desplazamientos. El Plan de Inversión que Metro propone construye un futuro más limpio, sostenible y saludable apoyando múltiples modos y poniendo a las personas en primer lugar, y he aquí cómo. Multimodal- Mejorar los cruces de la autopista para que proporcionen beneficios multimodales y reconecten las comunidades del corredor LB-ELA" separadas por la autopista y el río - cruces más seguros para peatones y ciclistas, mayor fiabilidad y eficacia de los autobuses y el transporte público, mejora del flujo de tráfico arterial para reducir los accidentes y los conflictos entre peatones y ciclistas.
Reunión Comunitaria de Long Beach	Kirk			En las diapositivas que hacen referencia a los 743 millones de dólares, la autopista representa el 30% de la financiación de Metro, para los 3.200 millones de dólares de financiación apalancada, pero se dispara al 34% y al 29% de calles completas. Mi preocupación es que gran parte de esta financiación va a la autopista. La cantidad de transporte activo empieza a disminuir. Una vez más, nos centramos en los coches.	Estamos equilibrando los proyectos en todos los modos. No queremos proyectos aislados: todos los proyectos están interconectados. Importe: los proyectos de autopistas cuestan más. Los fondos movilizados serán mucho mayores. Todos los proyectos de autopistas se someterán a CEQA/NEPA y a un nuevo proceso de participación comunitaria.
Reunión Comunitaria de Long Beach	Kirk			¿Qué significa desarrollo, preimplantación e implantación?	Preaplicación: es necesario un estudio medioambiental y la implicación de la comunidad antes de seguir adelante o determinar si se sigue adelante. Será necesario debatir sobre la planificación y las mejores prácticas para llegar a la fase previa a la aplicación.
Reunión Comunitaria de Long Beach	Stephanie Gomez	SOW Collective		1-Equitativa y sostenible--¿cuántos fondos se destinan a las iniciativas de equidad? 2-¿Cuáles son las iniciativas de equidad?	1-Consideraciones sobre la equidad-Inversiones que les gustaría ver para mejorar la calidad de vida en sus comunidades (Cbo's). 40 millones de dólares en programas comunitarios. No podemos poner más fondos-porque el impuesto sobre las ventas para la financiación del transporte. Metro identificará socios que nos ayuden a desarrollar planes de financiación. 40 millones de dólares es un catalizador para estos programas. Tenemos que basarnos en esta información. 2- Estamos viendo un montón de proyectos. Mapa de EFC. Comunidades con pocos recursos. Programas modales-casi \$ 300 millones - 10% es para la asistencia técnica y la financiación de apalancamiento. 3-Salud pública: vinculada a los camiones. Somos conscientes de "Diesel Death Zone" \$ 50 ZET programa - para invertir y acelerar ze camiones y la infraestructura. PM de polvo de la carretera, el desgaste. 4-Equidad en Tránsito - quad puertas, 19 millones- paradas de autobús- vamos a tratar de aprovechar este 4 veces \$ 76 millones . ¿Cómo utilizamos los fondos ahora? ¿Cómo invertir en comunidades con necesidades de equidad? Oficina de Equidad e Inclusión. EWG. Movimiento de mercancías-mover la carga por trenes en lugar de camiones. Vías arteriales-no aumentar carriles. más enfoque de calles completas para promover un mayor uso de la comunidad. No vamos a detener el compromiso.
Reunión Comunitaria de Long Beach	Monserratt			Comunidades por un Medio Ambiente Mejor - Vivo y estudio en el sureste de Los Ángeles. Me preocupan el hidrógeno, los combustibles fósiles y el CO2. Me gustaría ver carriles bici protegidos. Tránsito gratuito en autobús.	Hemos oído sus comentarios sobre las tarifas. Hay un programa piloto para jóvenes. El Consejo de Metro lo está estudiando para todo el sistema. Hidrógeno: hay algunas incógnitas, no sabemos si habrá instalaciones o tuberías. Tenemos un ZET: estamos estudiando la electricidad y el hidrógeno. Tenemos un proceso de investigación con las comunidades. Antes de invertir en tecnología/infraestructura, nos comprometeremos con la comunidad. Carriles bici protegidos: tenemos muchos carriles bici que compiten con los carriles para coches y camiones. Estamos trabajando en ello con las comunidades locales. Vamos a aprender más. Hay financiación para ello. Las calles completas lo incorporarán. Sabemos que el ruido y la contaminación de la autopista problemas. Estamos trabajando con Caltrans para estudiar la posibilidad de instalar muros de contención acústica. Los muros acústicos forman parte de la protección comunitaria.
Reunión Comunitaria de Long Beach	William			Mejoras en el transporte de mercancías: hay que financiar más la electrificación. Descarbonización. Reducir la congestión. Estoy de acuerdo con sus comentarios sobre la mejora de los carriles bus. Ninguno de nosotros quiere más inversión en las autopistas.	Autopistas: también estamos estudiando los pasos elevados, es decir, el paso de Florence por encima de la autopista: inseguro, no avanza con rapidez. Se trata de un plan multimodal. Intercambiador en Florence: queremos mejorar la seguridad de acceso para peatones, ciclistas, etc.
Reunión Comunitaria de Long Beach	Elsa Tung	KE Impact LLC		Agradezco los comentarios hasta ahora. Indagando en estas cifras. Aprovechando los comentarios anteriores. Cifras de la inversión inicial: 170 millones de dólares en autopistas frente a 29 millones en transporte público. 6 veces la diferencia. Aprecio lo que dices. Estos proyectos son complejos y están interrelacionados. La diferencia de financiación es enorme. El dinero que sale por la puerta frente al que saldrá en 20-30 años es enorme.	Algunos proyectos, como Southeast Gateway Light Rail, reciben financiación federal. Los proyectos de transporte tienen un plazo de 2 a 3 años. Tenemos que desarrollar proyectos y luego conseguir financiación. La financiación de la preparación nos está afectando. A lo largo del plan, queremos un enfoque equilibrado. Algunos proyectos (Atlantic Complete Streets) pueden financiarse mañana. Preparación y alineación de la visión, los objetivos, los principios rectores y el proceso de evaluación. Nos gustaría que se invirtiera más en la fase inicial de los proyectos de transporte.
Reunión Comunitaria de Long Beach	N/A			¿Cómo no va a haber expansión? ¿Cómo no va a haber desplazamiento?	Carriles auxiliares: comparables a los prolongadores de rampa. Los camiones necesitan más espacio para salir de la autopista. Hay más posibilidades de negociar la entrada y salida y evitar accidentes. Se empleará CEQA/NEPA. Sabemos que es una cuestión delicada. La seguridad es fundamental.

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Reunión Comunitaria de Long Beach	N/A			En cuanto al Resumen de inversiones y los programas de tránsito, veo 4 corredores de carriles bus. ¿Cuánto tiempo estamos trabajando en Vermont Bus Corridor? 1/2 millón para Slauson. 1/2 millón para Vermont. Parece que estas son las cosas que se ponen en el papel. Parecen carriles auxiliares. Vamos a pensar en reunir el Informe de Impacto Ambiental para estos proyectos. Seguimos teniendo grandes planes para ir de una rampa de entrada a otra de salida. Pre-implementation-¿qué estamos haciendo? Los proyectos de corredores de autobuses tardarán entre 5 y 6 años. Llevamos años y años con esas promesas y no se ha hecho nada. Deberíamos destinar más fondos a los programas de tránsito.	Los carriles bus, las mejoras de las carreteras... tenemos que trabajar con las jurisdicciones locales. Metro no puede tomar estas decisiones solo; son algunas complicaciones, no una excusa. No conocemos el coste total de muchos proyectos; ciudad por ciudad, no todas las ciudades estarán de acuerdo con un carril bus completo en su carretera. El transporte público, las carreteras y el transporte activo están interconectados.
Reunión Comunitaria de Long Beach	N/A			Las mejoras de la seguridad en las autopistas escalan mejor. Parece que el porcentaje de la izquierda (inversión inicial y programas modales) debería ser inferior al 30%. Es más importante maximizar la financiación para lo que queremos que el nivel de financiación que aparece aquí.	Este es un documento vivo. Es un punto de partida. Por favor, exprese lo que le gustaría ver.
Reunión Comunitaria de Compton					
Reunión Comunitaria de Compton	Anonymous Attendee		02/21/24	¿Se va a estudiar la posibilidad de construir otras calles completas además de las que figuran en la lista de proyectos?	Se trata de un punto de partida. La financiación y los proyectos evolucionarán a medida que avance el proceso. Esta lista muestra en qué estamos invirtiendo para empezar.
Reunión Comunitaria de Compton	Anonymous Attendee		02/21/24	¿Habrá proyectos para que las paradas de autobús y las zonas circundantes tengan un aspecto más agradable y la gente se anime más a utilizar estas nuevas iniciativas?	Trabajaremos con los propietarios y promotores para mejorar el aspecto y la visibilidad. El uso del suelo forma parte de este proceso.
Reunión Comunitaria de Compton	Anonymous Attendee		02/21/24	¿Tienen en cuenta la perspectiva y las experiencias de los jóvenes viajeros de Metro?	Una de las cosas que buscábamos con el CAC era un amplio abanico de edades. Algunos miembros del CAC representaban a los grupos demográficos más jóvenes. Creo que es algo que podemos retomar para centrarnos en ampliar nuestro alcance a los jóvenes en el futuro.
Reunión Comunitaria de Compton	Phyllis Ollison	CLC, Compton	02/21/24	¿Puede ampliar la definición de "capital" del Plan de Inversiones? Sé que es algo a lo que dedicamos mucho tiempo en las reuniones del CAC.	Nuestra oficina de Equidad y Raza trabajó con nuestro equipo de proyecto, el CLC y el Grupo de Trabajo en el desarrollo de una comprensión clara de la Equidad como principio. Nos hemos centrado en reparar daños pasados, identificar disparidades y en cómo invertir intencionadamente en este plan de forma que se reconozcan esos daños pasados y se avance de forma equitativa. Puede que antes hubiera voces que no fueran reconocidas o incluidas y por eso hemos desarrollado nuestro plan en torno a la reparación de eso. Por lo tanto, la equidad, si se mira desde nuestro punto de vista, cada proyecto se centra en cómo se pueden abordar las disparidades y mejorar las condiciones existentes.
Reunión Comunitaria de Paramount					
Reunión Comunitaria de Paramount	Irma Lopez	CLC, Cudahy	03/13/24	Cuando habla de que el gasóleo pasará a ser eléctrico, ¿se refiere a todo tipo de transporte o sólo a camiones de carga pesada? ¿Serán todos de gas y eléctricos, o sólo eléctricos?	Nuestra inversión es para camiones pesados. Estamos invirtiendo 50 millones de dólares para crear una red de estaciones de carga que ayuden a pasar del diésel al eléctrico lo antes posible. También estamos estudiando hacer lo mismo con los trenes de locomotoras. Contamos con el apoyo de un programa comunitario para ayudar a las ciudades a desarrollar estaciones de carga para vehículos personales. Nuestra visión es un corredor de emisiones cero para camiones, trenes, vehículos y autobuses. No vamos a hacer nada por debajo de cero emisiones.
Reunión Comunitaria de Paramount	Anonymous Attendee	N/A	03/13/24	Viajo en autobús y lo que más me preocupa es la seguridad. Tenemos muchos problemas con las personas sin hogar que viajan en autobús. El programa de embajadores es una pérdida de tiempo y dinero. La gente empieza a pelearse y cuando los embajadores lo ven, simplemente se marchan. Los autobuses y los trenes están muy sucios. Siempre tengo problemas con este tipo de presentaciones, hay gente que no viaja en autobús y no entiende lo que pasa. Mi enfoque principal es siempre la comunidad y lo que está pasando. Me alegro de ver a miembros de la comunidad aquí, pero ¿qué pasa con las personas que no tienen tiempo para viajar a estas reuniones? Hay muchas pequeñas cosas que se pueden mejorar. En mi caso, me encanta viajar en la Autoridad de Transporte Metropolitano, pero me gustaría que se mejoraran estas cosas.	Tenemos el programa de embajadores. Los embajadores no son agentes de la ley. Están ahí para ayudar a orientar a los clientes y responder a sus preguntas sobre el sistema. Tenemos agentes de seguridad en el transporte y hemos contratado el apoyo de los departamentos de policía de LAPD, LA Sheriff's Dept, y LBPD. Metro está estudiando la posibilidad de crear su propio departamento de policía interna. Le animo a que siga haciendo estos comentarios. Tenemos un Comité Asesor de Seguridad Pública que se reúne mensualmente. Ha mencionado los servicios de la estación. Nos encantaría poner instalaciones en todas las paradas de autobús, pero no somos propietarios de las paradas. Sólo somos propietarios de la señal de parada. Las ciudades se encargan ellas mismas de las paradas. Algunas ciudades han invertido en mejoras. Vamos a dar a las ciudades la oportunidad de obtener financiación para esas mejoras. Quiero reconocer que como parte de nuestro registro de comentarios, vamos a asegurarnos de que el equipo de seguridad y operaciones reciba estos comentarios.
Reunión Comunitaria de Paramount	Abril Villa	Compton Resident	03/13/24	Vivo muy cerca del tren. Elegí la ciudad equivocada. ¿Alguien ha leído la Auditoría del Estado de Compton? Somos la peor ciudad. Compton Creek Bike Path ha recibido fondos tres veces pero usaron el dinero para el fondo general. ¿A dónde va el dinero? ¿Quién está investigando y supervisando estas entidades? Hemos hablado con Maxine Waters, hemos hablado con la supervisora Holly Mitchell. Me siento traicionado por el sistema de que seguimos invirtiendo en proyectos que no están siendo seguidos. Así que la financiación se acaba de tomar sin supervisión. Estoy más que feliz de enviar la auditoría a usted.	Todas las ciudades reciben dinero a través de Metro para financiación local. Tenemos mecanismos por los que si nos quemamos en algo, va a haber repercusiones. Tenemos que conseguir muchos fondos de muchos organismos para que Metro siga funcionando. Tenemos una reputación que mantener y vamos a traer su advertencia a casa". Normalmente, cuando se concede una subvención a una ciudad o municipio, hay un límite de tiempo. Así que a veces se devuelve el dinero cuando no se gasta a tiempo.
Reunión Comunitaria de Paramount	Isabel Viera	Buena Park Resident	03/13/24	Me preguntaba por los porcentajes de inversión, sobre todo en relación con los proyectos de autopistas.	Esta es la inversión inicial. Cuando se repasan las distintas modalidades, este es el desglose de cada una. Los 40 millones de dólares son fondos que estamos utilizando para poner en marcha 15 programas comunitarios que han sido identificados gracias a las aportaciones de los miembros de la comunidad. No podemos utilizar los fondos de transporte para otra cosa que no sea el transporte, pero podemos utilizar los 40 millones de dólares para ayudar a establecer los programas comunitarios y ponerlos en marcha.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión Comunitaria de Paramount	Isabel Viera	Buena Park Resident	03/13/24	Vivo al lado de una calle principal y me gusta que vayan a trabajar en electrificar muchos transportes. Pero lo que no entiendo, es si vais a ampliar la autopista o no.	No hay ninguna ampliación. Hay varios proyectos que abordan problemas en la autopista. No estamos tratando de añadir carriles, estamos tratando de crear mejoras de seguridad. Tenemos datos que muestran que el número de colisiones y accidentes en estos lugares es muy superior a la media estatal. También queremos invertir en los puentes de la autopista. La gente no está segura cruzando la autopista, caminando por estos puentes.
Reunión Comunitaria de Paramount	Isabel Viera	Buena Park Resident	03/13/24	¿Puede aclarar el diseño de seguridad de los puentes de las autopistas?	Esta es mi opinión, el diseño original de los puentes era para que los coches entraran y salieran de la autopista, no se diseñaron pensando en los peatones. Así que ahora tenemos que averiguar cómo hacer esos puentes más seguros, mejorarlos para los peatones. ¿Cómo ampliar el acceso de los peatones a los puentes e intercambiadores para hacerlos más seguros?
Reunión Comunitaria de Paramount	Isabel Viera	Buena Park Resident	03/13/24	Creo que no estoy entendiendo. Así que usted está tratando de hacer la autopista más segura para las comunidades ¿verdad? Pero en cualquier caso, la autopista seguirá provocando gases de efecto invernadero. Entonces, ¿por qué se invierte tanto dinero en seguridad cuando el tema de los gases de efecto invernadero necesita mucho apoyo?	"Si hay un accidente en estos intercambiadores/puentes, se producen muchas retenciones. Lo que ocurre entonces es que esos coches y camiones encontrarán otra ruta. Y esa ruta suele ser calles principales como Garfield y Atlantic. Así que las principales arterias viales se empujan. Si la autopista no funciona bien por motivos de seguridad, las consecuencias se extienden a las carreteras locales y a otros problemas. Como la autopista no se ha mejorado en 60 años, los problemas de seguridad no han hecho más que empeorar con el tiempo. No sabemos de ninguna rampa en la que no haya problemas. Hay problemas por todas partes. Al entrar en la autopista, el espacio es limitado. Se producen conflictos, la gente se asusta, se enfada y ocurren accidentes. Si se alarga un poco la rampa de acceso, es más seguro entrar en la autopista y se reducen los conflictos.
Reunión Comunitaria de Paramount	South Gate Resident, CBE member	South Gate Resident, CBE member	03/13/24	Lo que más me preocupa son las emisiones. Las emisiones afectan a toda una serie de problemas de salud. Hablé con mi profesora de biología y me dijo que en los años 60 los niños no tenían muchos problemas de salud, que era seguro jugar al aire libre. Pero en mi generación muchos niños tienen problemas de asma. Les agradezco que aboguen por las emisiones cero. Me he dado cuenta de que se centran en la financiación, pero tengo curiosidad por saber cuál es la cuota de emisiones que quieren reducir.	Metro se ha comprometido a pasar a ZE todos y cada uno de los autobuses que opera de aquí a 2025. El cambio será del 100%. Estamos centrados en ello. El Estado exige que todos los autobuses sean de cero emisiones en 2035. Las emisiones de gases de efecto invernadero afectan a la región. Centrándonos en los camiones de emisiones cero, los autobuses de emisiones cero y trabajando con las ciudades para implantar estaciones de recarga, estamos intentando combatir los gases de efecto invernadero. Otro problema son las partículas. Aunque todos los coches y camiones de la autopista fueran de emisiones cero, seguiría habiendo muchas partículas. Cualquiera que viva cerca de la autopista tiene que lidiar con las partículas, que pueden llegar a los pulmones y causar problemas de salud. Tenemos otros socios. Los Puertos tienen que hacer su trabajo, se están esforzando mucho por llegar a las emisiones cero. Todas las comunidades se han visto afectadas por estos problemas, y eso es a lo que intentamos responder.
Reunión Comunitaria de Paramount	Irma Lopez	CLC, Cudahy	03/13/24	¿A qué presupuesto corresponde la sanidad pública?	Metro no tiene un presupuesto tradicional de salud pública, así que invertimos en ello de dos maneras. Una es que, por la naturaleza de nuestras inversiones, estamos mejorando la seguridad, lo que mejora la salud. En segundo lugar, tenemos 40 millones de dólares que estamos utilizando para poner en marcha diferentes programas. Uno de ellos es el programa "Community Health Benefit". Por ejemplo, hemos tenido cierto éxito con la mejora de la filtración del aire en los hogares. Metro no puede financiarlo directamente con estos fondos, pero trabajando con socios podemos conseguir subvenciones y conectar esos fondos directamente con las comunidades. También estamos estudiando monitores de calidad del aire. Hay algunos lugares que están teniendo muchos problemas, pero no tenemos todos los datos que necesitamos.
Reunión Comunitaria de Paramount	Marisol Salgado	CBE	03/13/24	Viajo en autobús. Cada día la gente fuma, y el humo de segunda mano es más dañino. Deberían poner detectores de humo en los autobuses.	
Reunión Comunitaria de Paramount	Marisol Salgado	CBE	03/13/24	Deberían formar a los conductores para que traten a los pasajeros con amabilidad.	
Reunión Comunitaria de Paramount	Yecenia Lopez	N/A	03/13/24	Se necesita seguridad en el autobús. Hay mucha contaminación en la ciudad de Bell.	
Reunión Comunitaria de Paramount	Anonymous Attendee	N/A	03/13/24	¿Va a haber transporte en autobús las 24 horas del día? ¿Se va a arreglar el Corredor Alameda?	

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Reunión Comunitaria de Paramount	Isabel Villela Mancillas	CBE	03/13/24	¿Por qué una gran parte de la financiación se destina a la autopista en lugar de a otras subcategorías que no cuentan con tanta financiación? Me parece que no has respondido a mi pregunta y has divagado.	<p>"Las inversiones iniciales incluyen un paquete de 12 mejoras de seguridad operativa que se evaluarán una vez que el Grupo de Trabajo y el Consejo de Metro aprueben el Plan. En ese momento se evaluarán otras mejoras en los patrones de seguridad de los camiones en relación con la demanda inducida y el aumento de los desplazamientos.</p> <p>El Plan de Inversión que Metro propone construye un futuro más limpio, sostenible y saludable apoyando múltiples modos y poniendo a las personas en primer lugar, y he aquí cómo.</p> <p>Multimodal - Mejorar los cruces de la autopista para que proporcionen beneficios multimodales y "reconecten las comunidades del corredor LB-ELA" separadas por la autopista y el río - cruces más seguros para peatones y ciclistas, mayor fiabilidad y eficacia de los autobuses y el transporte público, mejor flujo de tráfico arterial para reducir los accidentes y los conflictos entre peatones y ciclistas.</p> <p>Carriles auxiliares centrados en la seguridad operativa que proporcionen zonas de transición para que los coches y los camiones puedan entrar y salir de la autopista de forma más segura en lugares con un mayor número de accidentes que los que puede resolver un simple diseño de rampa: Seguridad para los residentes/usuarios en los accesos locales.</p> <p>Acceso - Mayor acceso al servicio de autobuses, carriles para peatones y bicicletas y movilidad personal, lo que conduce a un mayor acceso a las comunidades, la educación, la atención sanitaria y otras oportunidades económicas. Acceso local más seguro al sistema de autopistas".</p>
Reuniones virtuales					
Reunion Virtual #1	Luke Klipp	Comité Consultivo , Distrito 1 de LA	2/1/24	Solo quería informar a los organizadores que Luke Klipp, Subdirector Senior de Transporte para la Supervisora del Condado de Los Angeles, Janice Hahn, está aquí. Gracias.	Gracias por unirse a nosotros hoy, Luke. Agradecemos todos sus esfuerzos como miembro del Grupo de Trabajo. ¡Bienvenido!
Reunion Virtual #1	Anónimo		2/1/24	¿Reciben un pago de \$200 por reunión para participar?	Conforme a la Política de Compensación para Cuerpos Asesores de Metro (ABC), los miembros elegibles del Grupo de Trabajo y CLC fueron compensados a una tasa de \$200 por reunión para miembros regulares del cuerpo asesor y \$50 para reuniones de grupos de trabajo. Todos los miembros elegibles del Grupo de Trabajo decidieron no aceptar compensación. Desde enero de 2022 hasta febrero de 2024, Metro compensó a 27 miembros del CLC con \$128,400 por su rol en el proceso del Grupo de Trabajo.
Reunion Virtual #1	Anónimo		2/1/24	Hola, ¿cuántas personas asisten al público?	Hay 48 asistentes públicos. 24 asistentes se unen vía Zoom. 24 asistentes se unen a través de un sitio de transmisión alojado por uno de los socios de Organización Basada en la Comunidad de Metro en el Colegio del Este de Los Angeles.
Reunion Virtual #1	Anónimo		2/1/24	¿Hay apéndices que expliquen los proyectos más a fondo? Por ejemplo, solo puedo encontrar 3 listados del Puente Peatonal Humphreys. ¿Hay más explicación sobre este proyecto?	Sí. Puede revisar todas las descripciones de los proyectos aquí. https://www.dropbox.com/sh/qwinsyur2i0o4q9/AADlAw2pteXxm93ozlDTq150a/710%20Task%20Force%20Meetings/Task%20Force%20Meeting%20%2317%202.13.23?dl=0&preview=Revised+Draft+Initial+List+V4+2.13.23+English+Clean.pdf&subfolder_nav_tracking=1
Reunion Virtual #1	ELAC Attendee		2/1/24	¿Por qué no hay seguridad en los autobuses de Metro?	Desplegamos oficiales de seguridad y protección en autobuses, pero no en todos. Tenemos un programa de seguridad multinivel que incluye no solo la aplicación de la ley sino también seguridad privada + embajadores, desplegados estratégicamente según las necesidades.
Reunion Virtual #1	ELAC Attendee		2/1/24	Problemas de seguridad en las líneas #4 y #2 tarde en la noche.	Tomado en cuenta e informaré a las personas adecuadas.
Reunion Virtual #1	Clara Solis	Resident of East LA	2/1/24	Enviaré una carta, preocupado porque no aceptan el hidrógeno como fuente de emisiones cero, lo que podría causar más contaminación. La emisión cero debería ser solo eléctrica, preferencia por proyectos que beneficien un corredor más amplio en lugar de áreas más pequeñas, apoyo a proyectos PM, controles de tráfico en las rampas de la autopista I710, no queremos ver planes de hidrógeno. El documento es difícil de seguir, muchos proyectos faltan descripciones completas, es difícil entender exactamente qué se propone. No me gustan los proyectos orientados al tránsito comunitario, siento que causan gentrificación. Apoyo los proyectos de vivienda asequible.	Agradecemos los comentarios y la participación.
Reunion Virtual #1	Jose Dennis Alabaso		2/1/24	Hablando de transporte público, ¿la Fase 2 del Corredor de Tránsito del Este extenderá su conexión antes del Corredor de Transporte de Los Angeles (LA) - Long Beach?	Metro intentará asegurar que las conexiones de la extensión del este se integren con ELA. La Fase 2 está actualmente en la fase de planificación y revisión ambiental, incluye planes para conexiones FLM que ayudarán a mejorar las comunidades en el corredor entre ELA y Whittier. Incluidas las conexiones al tren.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunion Virtual #1	Anónimo		2/1/24	¿Hay un mapa que muestre cuánto dinero se propone para áreas geográficas? De esa manera, podemos ver si el dinero se asigna de manera equitativa	Gracias por su sugerencia. Actualmente, ese tipo de mapa no está en ese plan, pero el equipo del proyecto lo tendrá en cuenta para la versión final. ¡Apreciamos su retroalimentación! Mirando el corredor a través de un prisma de equidad y necesidades, Metro tiene un estándar para EFC, no distribución per cápita, mirando áreas de inversión. La realidad respecto a los recursos disponibles es que hay comunidades sin recursos/oportunidades/asistencia técnica para desarrollar sus propios proyectos. Conscientes de que habrá brechas, intentando abordarlas a través de los proyectos/programas propuestos y proyectos que aún necesitan ser creados. El plan de inversión es a largo plazo y un documento vivo.
Reunion Virtual #1	Anónimo		2/1/24	Metro debería comprometerse solo a la electrificación del transporte, hay demasiados riesgos con el hidrógeno.	Agradecemos los comentarios y estamos examinando todas las tecnologías detenidamente. El problema principal es que la tecnología se centra en no crear más daño a lo largo del corredor, no aumentar los contaminantes. También depende del área del corredor en la que se implemente la tecnología (es decir, ZET).
Reunion Virtual #1	Anónimo		2/1/24	Appreciate Metro and the team sharing all this information..thanksAgradezco a Metro y al equipo por compartir toda esta información... gracias.	
Reunion Virtual #1	Anónimo				En 2021, la Junta de Metro aprobó las mociones 47 y 48 que efectivamente cesaron el trabajo para avanzar en el EIR/EIS del Proyecto del Corredor Sur 710. Para asegurar que las inversiones de Metro no afecten desproporcionadamente a las comunidades de color, empeoren inadvertidamente la demanda inducida, o vayan en contra de los objetivos existentes de reducción de emisiones de gases de efecto invernadero. El nuevo proceso se diseñó para llevar a cabo un examen holístico del proyecto basado en la equidad. Nuestro proceso de evaluación examinó la demanda inducida de viajes en automóvil en función de su potencial para el aumento de VMT que esto ocurriría a través de la demanda inducida de viajes en automóvil y todos los proyectos fueron evaluados en base a esta métrica. Por favor, consulte la preocupación 9 "Potencial de aumento de VMT" en el Plan de Inversiones. El Plan de Inversión que Metro propone construye un futuro más limpio, sostenible y saludable, apoyando múltiples modos y poniendo a las personas en primer lugar. Las mejoras propuestas en las autopistas están en consonancia con la visión, los objetivos y los principios adoptados por el grupo de trabajo LB-ELA y con la política vigente del Consejo de Administración de Metro. Esto se ilustra a continuación en lo que estamos considerando y no considerando: Lo que propone el Plan de Inversiones Incluye: -I-710 Mainline (Mejoras operativas y de seguridad) -Intercambiadores/cruces locales (Intercambiadores parciales de autopista MOSAIC) -Tecnología Lo que el Plan de Inversiones no incluye es: -Ampliación de la autopista -Intercambiadores de autopista a autopista -Carriles de uso general -Conceptos con desplazamientos
Reunion Virtual #1	Anónimo		2/1/24	¿Pueden poner el enlace de storymaps en las preguntas y respuestas? Es más fácil copiarlo aquí. G	https://storymaps.arcgis.com/stories/7eb920fa318246f9b76032ddae2b5621?cover=false%22
Reunion Virtual #1	Anónimo		2/1/24	Gracias Aryeh Cohen. Esto es muy útil.	
Reunion Virtual #1	Anónimo		2/1/24	¿Cuál es el plan respecto al precio de congestión? ¿Se instalará un carril de peaje a lo largo de la I-710?	Concepto de proyecto proporcionado a nosotros, actualmente no hay planes para agregar carril o hacer precio de congestión. Incluyéndolo en el programa modal para futura evaluación, puede haber algún concepto relacionado con el precio de congestión, pero de todos modos tiene que alinearse con los objetivos/visión para el corredor, lo que aún no ha sido el caso.
Reunion Virtual #1	Anónimo		2/1/24	o apoyo proyectos que aumentarán la policía y la vigilancia. Más vigilancia no equivale a seguridad. Crea desconfianza entre la comunidad y el gobierno.	Este plan no invierte en ese concepto, más bien es un problema operativo.
Reunion Virtual #1	Anónimo		2/1/24	¿Metro tomará la iniciativa en esos proyectos o las Ciudades individuales tomarán la iniciativa en la fase de implementación?... gracias.	Depende, la mayoría de los proyectos nos los dan las ciudades para considerar y serían implementados por las ciudades. Metro carece de autoridad de uso de suelo y, por lo tanto, no puede implementar. Liderado por jurisdicciones locales, Metro puede ni siquiera ser elegible para solicitar ciertos fondos, por lo que necesitará trabajar en coordinación con socios. Importante tener los financiadores, patrocinadores, etc., adecuados.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunion Virtual #1	Anónimo		2/1/24	¿Podrían compartir algunos de los próximos pasos para implementar los proyectos identificados en la lista compartida anteriormente en la presentación?... Gracias.	Período de divulgación pública y reuniones durante los próximos 30 días. Ir a la Junta, obtener aprobación, hacer la evaluación clara proyecto por proyecto. Algunos de ellos pueden estar listos para comenzar, algunos pueden necesitar más trabajo/desarrollo. La idea es lanzar todos los proyectos de inmediato aunque todos tengan diferentes procesos de implementación
Reunion Virtual #1	Joe Linton	Streetsblog LA	2/1/24	¿Involucran algún proyecto el dominio eminente? ¿Alguno demolería casas u otros edificios?	Operando bajo la política de la Junta de impactos mínimos a nulos en el derecho de paso. Los proyectos seleccionados aquí caerían dentro de esta política. Necesitamos asegurar que a medida que se desarrollen más, esta política se mantenga. Entrarán en la etapa de planificación y desarrollo, lo que traerá a las comunidades relevantes a la mesa donde sea el caso. Hubo proyectos eliminados de la consideración que no cumplían con este criterio.
Reunion Virtual #2					
Reunion Virtual #2	Salvation Army Participant		2/3/24	Si ve baches arreglados por las ciudades locales, podemos trabajar con ellos e identificar quién puede arreglarlos. Si estamos mejorando una carretera, ese tipo de mejora y reparación también. Esto es más una función de la ciudad para arreglar. La financiación de Metro sí apoya las reparaciones locales de carreteras.	Si ve baches arreglados por las ciudades locales, podemos trabajar con ellos e identificar quién puede arreglarlos. Si estamos mejorando una carretera, ese tipo de mejora y reparación también. Esto es más una función de la ciudad para arreglar. La financiación de Metro sí apoya las reparaciones locales de carreteras.
Reunion Virtual #2	Faraz Aquil (Virtual Participant)		2/3/24	¿El servicio de tránsito incluye aumentos en las frecuencias de autobuses y trenes? Vivo en Downey y uso el transporte público. Los autobuses en Rancho Los Amigos no tienen buenos servicios de frecuencia de autobuses y trenes.	Tenemos toda la variedad de financiaciones, paradas de autobús. Tenemos que llegar a cabo sobre la línea específica y obtener más información
Reunion Virtual #2	Sylvia Medina (ELAC)		2/3/24	Problemas con personas ebrias en los autobuses y los conductores de autobuses no dicen nada. Rutas de autobús 115 y 60.	Comparta su información de contacto y podemos darle seguimiento. Lilian: Compartiendo información al departamento adecuado
Reunion Virtual #2	Coral Gonzales (Salvation Army)		2/3/24	Amo mis autobuses y experimento la línea azul donde la gente vende a los pasajeros. Esto podría ser peligroso y permitirles en la línea azul vender y eso no es seguro.	Metro está intentando mejorar esta conducta y despliega embajadores para abordar los problemas y proporcionar ojos y oídos adicionales en el terreno para notificar a los equipos adecuados allí para sacarlos.
Reunion Virtual #2	Jose Santana (Virtual Participant)		2/3/24	Seguimiento sobre la seguridad en las líneas de autobuses y trenes. Veo a muchas personas bebiendo cerveza. Fondos para aumentar las medidas de seguridad y asegurar que las personas que viajan en unidades de MTA no beban alcohol. La seguridad es lo que buscan los viajes en autobús. Fondos para que los puertos implementen medidas de cero emisiones, los puertos tienen mucho dinero y pueden usar sus propios recursos para implementar medidas. Otras comunidades pueden usar estos fondos en su lugar.	Financiación para emisiones cero: no se destinarán fondos a la propiedad del puerto; los fondos irán a la propiedad del puerto fuera de los puertos. Los puertos jugarán su propio papel. El propósito no es subsidiar a los puertos. Hay una aplicación de tránsito para reportar cosas sobre experiencias de viaje.
Reunion Virtual #2	Salvation Army Participant		2/3/24	Gastar todo el dinero en proyectos, ¿habrá dinero para mantener todo? ¿Habrá financiación para mantener los proyectos o se desmoronarían?	Metro podría no estar construyéndolo directamente. Está trabajando con la ciudad para asistir y trabajar en el mantenimiento. Ayudamos a financiar mejoras y el acuerdo es que la ciudad local es responsable del mantenimiento de cualquier proyecto. Tenemos otros fondos que pueden ayudar a mantener carreteras, bordillos o refugios y asistir con el mantenimiento.
Reunion Virtual #3					
Reunion Virtual #3	Calvin Ford (Cabrillo High School Participant)		2/5/24	¿Planea Metro agregar líneas rápidas de autobús?	
Reunion Virtual #3	Anónimo		2/5/24	Entonces, el 50% del tiempo de la reunión es para presentación. ¿Cuánto tiempo se destina para hacer preguntas realmente?	Estamos abiertos a recibir comentarios y proporcionar respuestas durante la duración del tiempo de reunión y aceptarlos de varias maneras; a través del período de comentarios públicos que está abierto a los asistentes virtuales y aquellos en el espacio de reunión pública en Cabrillo High School, aquí en el chat de Q&A, vía email en 710corridor@metro.net y la línea directa del proyecto en 213.922.4710.
Reunion Virtual #3	Anónimo		2/5/24	¿A qué hora será eso? La presentación es un poco larga. En la última reunión a la que asistí, el personal habló durante la mayor parte de la reunión y solo tomé de 10 a 15 minutos de comentarios.	Gracias por sus comentarios. El objetivo es explicar el proceso a los nuevos miembros de la comunidad que se unen a nosotros hoy. Ocurrirá en unos 20 minutos. También puede dejar sus comentarios aquí en el chat de Q&A mientras tanto.
Reunion Virtual #3	Anónimo		2/5/24	¿Cuándo estará tomando comentarios públicos?	Gracias por su pregunta. Abriremos el espacio para comentarios públicos después de la parte de presentación de la agenda.
Reunion Virtual #3	Mark Jolles		2/5/24	Me pregunto si es un uso efectivo del tiempo del público leerles diapositivas durante tanto tiempo. Esto puede desalentar a la gente de participar. Parece ser una forma de comunicación de una sola vía. ¿Quién determina cuánto tiempo se destina para la comunicación de una vía y la comunicación de comentarios públicos de dos vías?	Gracias por su importante retroalimentación. Los comentarios están siendo abordados aquí en el chat de preguntas y respuestas durante la presentación y en el chat. Los miembros de la comunidad también pueden participar en los comentarios públicos en la llamada virtual y en Cabrillo High School en unos minutos. Sin embargo, tomaremos en cuenta su retroalimentación para la planificación futura. ¡Muy agradecidos!
Reunion Virtual #3	Anonymous		2/5/24	La presentación es redundante y repetitiva. Realmente creo que es más importante tomar comentarios públicos que usar su tiempo para repetir la misma información durante una hora o más y leer diapositivas al público. Leer diapositivas no es una forma efectiva de involucrar al público.	Gracias por sus comentarios. Los tendremos en consideración para la planificación futura.
Reunion Virtual #3	Chris Leon		2/5/24	Mientras que las declaraciones de visión de planificación de alto nivel y las políticas aspiracionales son valiosas, a menudo carecen de planes concretos para la mejora. ¿Qué proyectos específicos y pasos accionables están destinados a mejorar nuestros entornos?	Hay una serie de proyectos que estamos presentando, entre los de transporte activo, arteriales y otros proyectos que están siendo planificados por las ciudades. Otros proyectos específicos como los de autopistas necesitan más desarrollo, pero tenemos un plan estratégico para proyectos específicos que están listos ahora a corto plazo. Hay una mezcla en la financiación de proyectos entre estos proyectos listos ahora y otros que necesitan más tiempo para ser planificados adecuadamente.
Reunion Virtual #3			2/5/24	¿Planea metro agregar más líneas rápidas a su sistema de autobuses?	Durante la planificación de la próxima generación de autobuses, Metro planificó una variedad de opciones que identificaron un conjunto de diferentes mejoras en los autobuses y el estudio mostró que la frecuencia de paradas de autobuses y podemos enviarle un informe que mostró los aspectos más destacados de este.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunion Virtual #3	Chris Leon		2/5/24	¿De qué otras maneras estamos involucrando a la comunidad en el proceso de toma de decisiones, para asegurar que seamos escuchados y verdaderamente incorporados?	Además de estas reuniones, estamos tomando preguntas y permitiendo que los interesados envíen correos electrónicos, textos y expresen sus comentarios/preguntas con nosotros a través de nuestro centro. Estamos organizando puestos de información y muchos otros lugares donde podemos estar en persona para interactuar con el público sobre todas las preguntas que puedan tener sobre el proyecto.
Reunion Virtual #3	Frantz Joseph		2/5/24	Dejo aquí mi pregunta/comentario: sabemos que expandir las autopistas solo significa que el tráfico crece para llenar el espacio. ¿Por qué no estamos poniendo más del dinero disponible en agregar más trenes metro a lo largo de la línea A y mejorar el derecho de paso para esos trenes?	Hace cuatro o cinco años, Metro mejoró la línea A y también hay dinero reservado que la comunidad podrá ver en nuestra presentación que se destinará a mejorar diferentes líneas de tránsito. Se reserva financiación en el tramo de dinero para mejoras del programa modal y otras áreas diferentes. También se está mirando la financiación propuesta por Metrolink para ayudar a mejorar la calidad y seguridad del transporte ferroviario a lo largo del corredor.
Reunion Virtual #3	Frantz Joseph		2/5/24	Así como agregar más infraestructura para bicicletas a lo largo del río LA (lucos, señalización) y agregar barreras de concreto / carriles para bicicletas protegidos por estacionamiento en las calles que alimentan ese camino.	Metro tiene un plan llamado "Ciclovía del Río LA" que está en la fase de planificación que mejorará el río desde el centro de la ciudad hasta Vernon y actualmente se está llevando a cabo una planificación detallada en este momento. Este proyecto tiene su propio camino y vamos a ayudar a proporcionar apoyo/financiación suplementaria para ayudar a hacerlo más seguro también para los interesados en este corredor.
Reunion Virtual #3	Nancy Meza		2/5/24	No he visto ninguna actualización sobre un plan para baños públicos junto con mejoras en el transporte público. ¿Hay un plan de baños públicos que acompañe los planes de mejora del tránsito? Como usuario de autobús, necesito más infraestructura de baños incorporada en la planificación de Metro.	Estamos probando varios baños en diferentes instalaciones y actualmente los tenemos llamados "El Trono" en diferentes estaciones a lo largo de las líneas A y C. A medida que avancemos con este programa piloto, nos aseguraremos de ver cómo va en los primeros 6 meses y veremos cómo proceder desde allí con la aprobación de la Junta
Reunion Virtual #3	Nancy Meza		2/5/24	¿Cuáles son los planes de Metro para implementar tarifas gratuitas para el autobús? ¿Qué planes tiene metro para asegurar mantener lo poco de espacios verdes que tenemos a lo largo del corredor 710 y asegurar que no haya desplazamiento de personas / no demolición de casas? Eso fue una gran señal de alerta del último proyecto 710 que finalmente se terminó.	El plan anterior que teníamos "5C" causó desplazamientos y estamos aquí porque eso no es algo que permitiremos según la junta de Metro. Creemos que tenemos proyectos que podemos implementar que no permitirán que esto ocurra y tendremos medidas de mitigación en lugar para asegurar la menor cantidad de desplazamiento hasta ningún desplazamiento ocurrirá. Estamos tratando de desarrollar estos proyectos para asegurar que el alcance asegure que eso no será un problema. Las tarifas gratuitas son para estudiantes de PRE-K hasta el 12º grado y hemos lanzado el programa GOPass para proporcionar tarifas gratuitas a los estudiantes y también el programa LIFE proporcionando tarifas bajas para 20 viajes por mes.
Reunion Virtual #3	Mark Jolles		2/5/24	¿Las tarifas gratuitas significan menos fondos operativos y resultan en menos servicio o una reducción del servicio o frecuencias de autobús?	Las tarifas gratuitas reducirán los ingresos y esta es la lucha de todo esto. Estas son parte de los estudios que estamos llevando a cabo desde el lado de Metro y hasta que se determinen, no podemos determinarlo completamente. Por eso estamos en una situación de piloto
Reunion Virtual #3	Mark Jolles		2/5/24	Varias áreas a través de la nación han eliminado autopistas a través de sus comunidades. ¿Se han presentado esos ejemplos a las comunidades locales en este corredor?	el plan de reconectar las ciudades que el DOT está haciendo para mirar las diferentes oportunidades para ver qué opciones viables hay. Estamos mirando de manera integral diferentes opciones pero al modificar la autopista necesitamos considerar el hecho de que estos camiones y el potencial movimiento de mercancías afectarían entonces las carreteras locales y crearían impactos.
Reunion Virtual #3	Mark Jolles		2/5/24	Mi pregunta fue mal expresada. El corredor de Alameda tiene capacidad adecuada para manejar el volumen de carga, ¿se proporcionó esa alternativa a la comunidad?	La capacidad de Alameda tiene cierta capacidad para avanzar y que está infrutilizada pero no está diseñada para asumir todo el tráfico de camiones y francamente no podrá moverlo debido a la conexión necesaria con los puertos.
Reunion Virtual #3	Mark Jolles		2/5/24	Quiero leer una cita de un libro del MIT "....." necesitamos ir a habilidades de ingeniería de nivel superior para eliminar estas carreteras debido a su impacto en otras áreas.	El contexto de este esfuerzo se basaba en procesos discriminatorios que tenían lugar en estas áreas y entendemos que esto es específico. Tomaremos en consideración a todas las personas para la discusión, pero no se ha tomado ninguna decisión para eliminar la autopista debido a los impactos en las carreteras locales.
Reunion Virtual #3	Mark Jolles		2/5/24	mi correo electrónico es markjolles@gmail.com	
Reunion Virtual #3	Mark Jolles		2/5/24		Responderemos a esto más adelante en la semana en un momento posterior.
Reunion Virtual #3	Unkown		2/5/24	Si pueden proporcionarme los volúmenes pronosticados en las interestatales y arterias, qué áreas estarán cortas de capacidad, puedo sugerir dónde mover los volúmenes y aumentar la capacidad general a largo plazo y cómo financiar los cambios. Eso permitiría eliminar la I-710 como una interestatal y aumentar dramáticamente la actividad económica en las comunidades adyacentes. Mi entendimiento es que el beneficio económico es la base de la política federal de transporte.	
Reunion Virtual #4					
Reunion Virtual #4	Tony Torres	Residente de Downey	02/13/24	Escrito en la tarjeta de comentarios: "La presentación fue detallada e informativa y me dio una idea clara de los posibles proyectos. Me gustaría que hubiera un carril electrificado en la autopista que permitiera cargar los vehículos eléctricos mientras se circula por él. Necesitamos un tren ligero de Long Beach a Downey".	Esto se escribió en una tarjeta de comentarios, así que no hay respuesta
Reunion Virtual #4	Mark Jolles		02/13/24	¿Qué porcentaje del transporte de mercancías en la I-710 es local y qué porcentaje no es local?	
Reunion Virtual #4	Avery Cervantes		02/13/24	¿Hay desgloses más detallados de los gastos de los proyectos?	Los proyectos mencionados son los que hemos recibido de los patrocinadores, asociados a la preparación del proyecto, por lo que tienen costes más específicos. Hemos desglosado los costes a medida que los recibíamos. El plan no incluye un desglose de costes más detallado. Pero puede facilitarse si se solicita.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunion Virtual #4	Avery Cervantes		02/13/24	¿Cómo garantizará Metro la transparencia en la financiación de las energías limpias? ¿Cómo podemos estar seguros de que el dinero no se destinará a soluciones que no lo son, como los créditos de carbono?	El compromiso es con la tecnología ZE. En cuanto a las infraestructuras, la financiación debe dirigirse a eso, no a políticas o créditos de carbono. Un grupo de trabajo estudiará la tecnología ZE e identificará las infraestructuras que la soportan. Trabajar con ferrocarriles y puertos para ver si pueden cambiar a la tecnología ZE.
Reunion Virtual #4	Amber R		02/13/24	¿Pueden definir qué son los carriles auxiliares? ¿Por qué estos proyectos reciben tanto dinero?	Metro estudia la posibilidad de ampliar las rampas de entrada y salida de las autopistas sólo en dos lugares. Sólo en estos dos casos no se vería afectada la propiedad. Prolongar el tiempo y la distancia de entrada/salida de las autopistas. Por motivos de seguridad. El objetivo es mejorar la seguridad y el rendimiento de las autopistas.
Reunion Virtual 4	Amber R		02/13/24	ampliar "tiempo y marco" suena a ampliación de autopistas.....	No hay ampliación de la autopista, que está fuera de la mesa. Centrado totalmente en la seguridad
Reunion Virtual #4	Amber R		02/13/24	has dicho ampliación... ¿significa ampliación de la autopista?	
Reunion Virtual #4	Mark Jolles		02/13/24	¿Qué análisis se hizo para precluir la eliminación de la autopista como una opción? ¿Está ese análisis disponible para su revisión?	La eliminación de la autopista no es necesariamente algo por lo que hayamos empezado, pero Caltrans y Metro pueden estudiarlo; las autopistas son importantes para conectar las comunidades y el movimiento de mercancías. El impacto de la eliminación de la autopista sería importante y pesado en las arterias. La Junta no ha dado instrucciones reales para investigar la eliminación de la 710 como opción.
Reunion Virtual #4	Mark Jolles		02/13/24	¿Se informó a la comunidad de la decisión de eliminar la autopista como opción?	
Reunion Virtual #4	Mark Jolles		02/13/24	¿Qué análisis del sistema se hizo? En la última reunión creo que declaró que el Supervisor Hahn preguntó específicamente sobre la posibilidad.	
Reunion Virtual #4	Mario Dominguez		02/13/24	Residente de South Gate - Dejé VMs en la línea de Michael, no ha recibido respuesta. Quiere saber, de vuelta en 2022 participó en la reunión Zoom w ingeniero Gladys Dennis - destacó 2 proyectos potenciales, mini puentes, Río Hondo siendo uno y otro conectar 2 siudes de Western & Eastern levy paredes del río de Los Angeles. Puentes que van sobre el río LA en varias comunidades de South Gate, todas conectadas a la 710. Cruzando sobre el Río LA sobre estas carreteras -- el condado de LA no ha hecho nada para construir puentes peatonales en el Sur de LA. Todos los puentes estan contruidos para acomodar carros, no personas. Quiere hablar con Ernesto Chaves - I710 Corridor Bikeway Path. Le gustaría tener su información de contacto. ¿Está Metro interesado en la financiación de parques o en el desarrollo de parques? Pregunta sobre el Parque Los Ríos en Imperial Hwy y el saneamiento del terreno.	Averiguará quién dirige el carril bici del corredor I710 y se pondrá en contacto con él para facilitarle la información. También existe un programa de salud pública sobre la contaminación del terreno. Establecimiento de programas para ello. Lugar donde se puede investigar la forma de aportar financiación para abordarlo
Reunion Virtual #4	Jamila Cervantes		02/13/24	¡Hola equipo de Metro! :-) Encantado de verlos a todos. ¿Podrían recordarme cómo se va a utilizar la opinión de la comunidad (que no es proporcionada por el CLC sino a través de los storymap/paneles)? Por ejemplo, ¿se presentarán estos comentarios al Comité Consultivo /clc o se presentarán directamente a la Junta Directiva de Metro, etc.?	Registro de todas las respuestas recibidas y determinación de las medidas necesarias, por ejemplo, revisión del plan, ¿es factible? Pensaremos cómo incluirlo, nos reuniremos dos veces con el CLC y en la segunda reunión podremos aportar comentarios actualizados. La intención es compilarlo y presentarlo a la Comité Consultivo y a la mesa.
Reunion Virtual #4	Anónimo		02/13/24	¿Por qué no hay carriles bici de clase 4? Es la opción más segura... ¿Qué proyectos tienen carriles bici de clase 4?	Hemos oído que los carriles bici protegidos son mucho más deseables que los carriles compartidos. Buscando la oportunidad de instalarlos como parte de los programas de Calles Completas. Los proyectos recibidos han sido de las ciudades. Estarán bajo la jurisdicción de las ciudades locales, ya que Metro no tiene jurisdicción sobre muchos de ellos. No hay proyectos a corto plazo. Devolver esto a ID ¿cómo hacerlo/dónde/cómo?
Reunion Virtual #4	Anónimo		02/13/24	Todo esto está muy bien, pero ¿va a haber más seguridad para las personas, incluidos los discapacitados y las personas mayores, a partir de ahora con las personas sin hogar y los vendedores no hay seguridad para los ciclistas, y ahora su inclusión de los peatones	Metro se encarga de las inversiones y las infraestructuras. Habría que abordarlo desde el otro lado de Metro, que se ocupa de las operaciones, la seguridad y la protección de los pasajeros en el sistema. Tratar de garantizar la seguridad mediante la infraestructura y el diseño a través del CMIP.
Reunion Virtual #4	Anónimo		02/13/24	¿cómo es el hidrógeno cero emisiones?	Nueva tecnología, hay preocupaciones. Centrarse en el tubo de escape del vehículo cuando se habla de ZE. Una visión más amplia sobre el hidrógeno y la producción de electricidad. Quemar combustibles fósiles de una forma que no sea puramente ZE. Los mandatos para ir a la tecnología que se centra en las emisiones del tubo de escape ser ZE y su forma de trabajo hasta la cadena de producción y transmisión de la energía, ya sea en pistas o carreteras. Hay que verlo de forma holística. Es algo que todavía se está estudiando. Normalmente se siguen las directrices estatales y federales. Este plan no prevé ninguna inversión en hidrógeno.
Reunion Virtual #4	Mark Jolles		02/13/24	¿Cómo aborda la electrificación de los camiones la contaminación por partículas, como el desgaste de los llantas, el pavimento y los frenos?	Este asunto específico proviene tanto del tubo de escape como de la calzada. He oído que incluso si cada coche en 710 era ZE, habrá PM generado. Son impactos que no pueden resolverse sólo con vehículos eléctricos. Metro quiere encontrar la manera de resolverlo y buscará las soluciones adecuadas para reducir el impacto en la salud pública.
Reunion Virtual #4	Carlos Benavides		02/13/24	Seguridad -- Comisión de discapacidades del condado de Los Angeles, en el rancho Los Amigos: ahora mismo preocupa que algunos pacientes/gente ni siquiera vayan a las paradas de autobús. Más que una preocupación de la policía. Mucha gente con discapacidades/necesidades o personas mayores no podrán disfrutar de ella. Se refiere tanto a la seguridad personal como a las infraestructuras. Considerar placas amarillas con topes.	En el plan de transporte figura invertir en la mejora de la infraestructura de seguridad de los refugios y los accesos a las aceras. Tratar de identificar dónde hay más necesidad de infraestructuras ADA (bordillos, pasos de peatones, señales, bancos). Trabajar con las ciudades y los financiadores de subvenciones para invertir en esos lugares clave. Servicios de acceso también miembro de la Comité Consultivo y socio de pensamiento.
Reunion Virtual #4	Mark Jolles		02/13/24	¿Se incluyen en algún estudio mapas de volúmenes de viajes para varias alternativas? ¿Están a disposición del público?	El plan ha conectado todos los estudios en los que se han basado e incluido. Pueden consultarse en el plan.
Reunion Virtual #4	Mark Jolles		02/13/24	¿Qué experiencia aporta Caltrans para analizar la alternativa de eliminación de la autopista y mitigación de los impactos? Según mi experiencia, Caltrans no dispone de estos conocimientos.	
Reunion Virtual #4	Mark Jolles		02/13/24	¿Sería objetiva la revisión por parte de Caltrans?	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunion Virtual #4	Mark Jolles		02/13/24	Según tengo entendido, el corredor de Alameda tiene una capacidad de transporte de bienes cuatro veces superior a la de los corredores de autopistas existentes. ¿Cuáles son los cuellos de botella que impiden utilizar esa capacidad? ¿Qué porcentaje del transporte de mercancías en la I-710 es local y qué porcentaje no es local?	No es un problema de infraestructuras. Cómo transportar más mercancías por tren en lugar de por camión. Los cargadores determinan cómo se mueve la carga, y el camión suele ser la mejor opción para ellos, ya que puede ser más barato y llegar más lejos que el tren. ¿Cómo pueden ayudar a cambiar este equilibrio hacia los trenes en lugar de los camiones? ¿Cómo incentivarlos?
Reunion Virtual #4	Maria Teresa Contreras		02/13/24	Sería muy importante que hubiera un agente de seguridad en cada autobús.	Reconocemos que es un problema, lo hemos oído antes y nos pondremos en contacto con el equipo de operaciones de Metro para abordarlo. Hay limitaciones sobre lo que se puede o no se puede hacer. Se lo comunicaremos a las personas adecuadas.
Reunion Virtual #5					
Reunion Virtual #5	Anonymous		03/15/24	Me gustaría preguntar al Sr. Cano sobre la posible inversión de 15 millones sobre el proyecto relativo al carril bici del río LA que va a Long Beach. Yo lo uso los fines de semana pero a veces tienes que volver más tarde para pasar el tráfico pero no es seguro cuando es tan tarde y la iluminación es horrible. Si vas a la ciudad de Glendale tienen mucho mejor iluminación para los carriles bici y me gustaría que parte de ese dinero podría ser la inversión en la mejora de la iluminación.	Estamos estudiando el carril bici del río LA y Metro quiere trabajar con socios para completar este proyecto. La seguridad y la iluminación son muy importantes. Tenemos que trabajar con el condado de Los Angeles y averiguar cuál es la respuesta correcta a la pregunta. Gracias.
Reunion Virtual #5	Xavier Arambula		03/15/24	¿Están coordinando los objetivos de este proyecto con los que Metro está llevando a cabo con el programa First Last Mile en el proyecto de la segunda fase de la línea E? ¿Habrá también coordinación con el proyecto Gateway Cities? Gracias.	La coordinación es increíblemente importante en este proceso y trabajar con diferentes agencias y miembros del consejo de las ciudades con las que estamos trabajando en relación con estos proyectos. Estos son los programas con los que estamos coordinando y tenemos una gran relación con GCCOG donde estamos trabajando con ellos para asegurar que nuestros planes están conectados para identificar las prioridades para asegurar que todo nuestro trabajo se conecta sin problemas. Queremos escuchar donde hay problemas potenciales de sus comentarios para asegurarse de que conectar todos los puntos.
Reunion Virtual #5	Mario Dominguez		03/15/24	En cuanto a la página web del proyecto, me gustaría ver si podemos ver información sobre el calendario de cada proyecto, desde su desarrollo hasta su aplicación, y en qué punto se encuentra cada proyecto para conocer su estado.	Tenemos muchos proyectos en fase de diseño y desarrollo y algunos en fase de desarrollo en los que podemos iniciar la construcción rápidamente de forma adecuada. Podemos ofrecer un abanico de fechas para todos estos proyectos y creo que, como mínimo, podemos ofrecer intervalos. En función del alcance de cada proyecto, hay distintos plazos.
Reunion Virtual #5	Mario Dominguez		03/15/24	En cuanto a la financiación, ¿cuándo entrarán en vigor los 433 millones de dólares de financiación y de cuánto dispone Metro en la actualidad?	Tenemos 243 millones actualmente en la mano de la Medida R que hemos sentado desde hace 16 años. Medida M es de 500 millones disponibles y que 500 millones se divide en 2 ollas de la financiación. Una parte está disponible en julio de 2025 y una parte está disponible en 2031.
Reunion Virtual #5	Mario Dominguez		03/15/24	Excelente resumen del Sr. Cano sobre la misión de Metro. Ahora tienen que ponerse manos a la obra y empezar a ejecutar esos proyectos con los que todos hemos estado soñando.	
Reunion Virtual #5	Mario Dominguez		03/15/24	Western Levy Bike Path, Compton Blvd Bike Path y Terminal Island to Rio Bike Path son 3 proyectos que me gustaría ver implementados en la lista de proyectos potenciales. El Río LA ha sido descuidado por muchos años y creo que necesitamos usar estos fondos para no desperdiciar nuestra oportunidad de implementar estas ciclovías apropiadamente.	Estamos estudiando esos proyectos y exploraremos si podemos ponerlos en práctica.
Reunion Virtual #5	Mario Dominguez		03/15/24	En cuanto al arte, ¿están dispuestos a aceptar proyectos artísticos? Me encantaría ver estas ciudades en el corredor	Es una gran idea y podemos trabajar en la posible aplicación de tu idea al respecto.
Reunion Virtual #5	Mario Dominguez		03/15/24	¿Cuándo veremos ejecutados algunos de estos proyectos?	Tan pronto como sea posible y tras la muerte del proyecto 5C, necesitamos replantearnos estos proyectos y programas de forma holística y trabajar en ellos antes de preocuparnos por desarrollarlos. Algunos proyectos, por su alcance y magnitud, llevarán más tiempo que otros, pero estamos trabajando incansablemente para garantizar que todos ellos se lleven a cabo.
Reunion Virtual #5	Xavier Arambula		03/15/24	¿Se coordinará este proyecto con el del río LA, que se centra más en el extremo norte del río?	Estamos trabajando en todos los extremos de este proyecto para garantizar que se cubran todas las áreas del mismo.
Reunion Virtual #5	Maria Teresa		03/15/24	Creo haber oído que también iban a centrarse en la vivienda. Me parece bien. Hay que tener en cuenta que Los Ángeles y sus alrededores están sufriendo mucho en estos tiempos.	Estamos estudiando el tema de la vivienda de forma estratégica con las ciudades y comunidades que tienen derecho de paso y hemos oído hablar de la necesidad. Todo está relacionado y estamos estudiando estas cuestiones para asegurarnos de que las inversiones que hagamos en estas zonas no provoquen desplazamientos.
Reunion Virtual #5	Irma Lopez		03/15/24	Tengo un comentario de algunos de los miembros de la comunidad que no pudieron unirse a nosotros y quería hablar sobre el uso de scooters para reducir las emisiones. Queremos utilizar estos en una capacidad eléctrica estratégicamente en lugares a lo largo de la I-710 para poner esto en práctica.	Es un punto interesante, normalmente se oye hablar de la necesidad de bicicletas en relación con el transporte activo. Podemos trabajar con las ciudades en este tipo de opción de movilidad con estos patinetes eléctricos. Podemos pedir a las ciudades que se asocien con nosotros para trabajar en una subvención que garantice que tienen la capacidad de añadirlos a sus infraestructuras, pero en términos de uso general tenemos que trabajar en la asociación con estas ciudades para que funcione correctamente y con eficacia.
Reunion Virtual #5	Elizabeth Analco		03/15/24	Quería hablar sobre la mejora del transporte público mediante el aumento de la infraestructura de autobuses y la mejora de esto alrededor del Corredor Alameda. Vi que el transporte público está disponible, pero ¿por qué dar prioridad a estos proyectos de autopistas sobre estas oportunidades de tránsito cuando una gran cantidad de personas todavía tienen que utilizar el autobús.	Lo primero y más importante, desde el punto de vista del tránsito, es trabajar con los socios locales para desarrollar la infraestructura adecuada. No podemos utilizar la financiación para las operaciones de estos autobuses y esta financiación se utiliza para el desarrollo de proyectos. Estamos trabajando en planes estratégicos para las carencias de servicio y las mejoras de funcionamiento de las infraestructuras. Le escuchamos y plantearemos esta cuestión. Nos gustaría que compartieran esa información con nosotros para que comprendamos mejor sus necesidades y podamos mejorar la calidad del servicio. Estamos trabajando para utilizar el 70% de nuestros fondos para mejorar las otras áreas de necesidad en el corredor que no están vinculadas a la autopista. Necesitamos ver esto como una inversión holística en TODOS LOS MODOS no solo en las autopistas.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunion Virtual #5	Elizabeth Analco		03/15/24	¿Tienen previsto subir el mapa de las arterias viarias como una imagen de Google Earth de dónde se están mejorando las carreteras para garantizar que no haya demoliciones?	Haremos que nuestro equipo lo cree y nos aseguraremos de que todo el trabajo de nuestro proyecto no permita ningún desplazamiento y trabajaremos con la comunidad para desarrollar esa confianza y responsabilidad con la comunidad para asegurarnos de que eso no ocurra. Añadiremos mapas para incluir receptores sensibles y no crear conflictos con ninguna instalación importante. Trabajando y escuchando a la comunidad nos aseguraremos de que hacemos lo correcto para ella.
Reunion Virtual #5	Nicole Vera		03/15/24	Sufro de asma desde que tengo uso de razón y este plan no tiene en cuenta el impacto medioambiental y me preocupan las consecuencias para la salud que acarreará.	Muchos de sus puntos no son exactos con esta afirmación. Estamos respondiendo a este plan con la salud de la comunidad a la vanguardia de este plan. Trabajando con CLC y CBE y quiero asegurarme de que usted entiende que estamos proporcionando un mejor futuro de la salud que han sufrido de estos problemas que usted declaró.
Reunion Virtual #5	Anonymous		03/15/24	Instalación de sistemas de detección de humo y humo de segunda mano. También la adición de un número de mensajes de texto para hablar con estas operaciones de texto con las operaciones conduce a garantizar la seguridad.	En cuanto al código de conducta, estamos haciendo un esfuerzo concertado para garantizar que no se fume en ningún autobús. Trabajaremos con el consejo para implantar una autoridad policial propia en el metro. El uso de la aplicación Transit Watch también será la mejor manera de conectar con las personas adecuadas en términos de operaciones para mantener la seguridad y el bienestar de los pasajeros en la vanguardia. También hemos implantado sistemas de calefacción, ventilación y aire acondicionado en las flotas para que no surjan estos problemas.
Comentarios del Tablero					
Comentarios del Tablero	Connie	N/A	01/31/202	Este sería un proyecto asombroso.	
Comentarios del Tablero	Connie Tavarez	N/A	01/31/202	Lo usaría todo el tiempo.	
Comentarios del Tablero	Tristen Miller	N/A	01/31/202	Por favor, hagan que esto suceda. Metrolink a Long Beach sería un cambio de juego. Incluso solo al aeropuerto,	
Comentarios del Tablero	alex standke	N/A	01/31/202	llovería lágrimas de alegría si hacen esto.	
Comentarios del Tablero	alex standke	N/A	01/31/202	Daisy debería ser un carril bici continuo desde Wardlow hasta 3rd. Todo lo que necesita es un cruce señalizado en PCH, eso es literalmente todo y sería perfecto, ya ha recibido mucho calmado de tráfico y por lo demás es una calle cómoda para andar en bicicleta. Magnolia es rápida y peligrosa, para ser un carril bici de 8 a 80 años necesita carriles bici completamente protegidos, un solo cruce sería más barato y mejor.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/202	Soy residente del área de DTLA/Boyle Heights y trabajo en Long Beach. He intentado tomar la línea A para ir al trabajo varias veces, pero es muy poco práctico para mí para ese viaje porque es significativamente más lento que la autopista, incluso en hora punta, y hay un viaje significativo en bicicleta o caminando en ambos extremos. Esta solución sería perfecta para mí para tener una opción de tránsito realmente competitiva. Apoyo fuertemente esta opción. Sugiero comercializarla como una "línea A exprés", de la misma manera que los metros regionales más desarrollados tienen rutas paralelas. Creo que es importante priorizar minimizar el número de paradas, pero asegurando que haya excelentes conexiones multimodales en las paradas (por ejemplo, a la línea A y opciones este-oeste).	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/202	Apoyo esto.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/202	Apoyo fuertemente la inversión en el proyecto de tránsito de la rama oeste de Santa Ana	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/202	Esto parece desacertado y no lo apoyo. Es probable que provoque la ira de los amantes de los autos mientras que también desvía dinero del proyecto mucho más importante de atraer a más personas y carga al ferrocarril.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/202	Apoyo fuertemente esto. Será enormemente beneficioso tener un corredor contiguo que sea amigable para viajar de otra manera que no sean autos. Será importante asegurar que no se descuiden los cruces sobre autopistas. Debe haber protección para peatones y ciclistas en toda la ruta.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/202	¡Apoyo fuertemente esto! Tener una infraestructura de viaje fuerte a lo largo del corredor tendrá innumerables beneficios. Será crítico enfocarse en las partes más desafiantes y peligrosas de la ruta para permitir que los viajes adopten cosas como andar en bicicleta.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/202	Apoyo fuertemente estos proyectos. Estos me permitirían viajar al trabajo de manera segura en conjunto con el tránsito. Será críticamente importante hacer cumplir medidas de seguridad en esta ruta, por ejemplo, haciendo cumplir las violaciones de seguridad vial especialmente contra peatones y ciclistas.	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Comentarios del Tablero	Camden	N/A	02/01/2024	Una línea de Metrolink a Long Beach sería una excelente expansión para el sistema ferroviario regional, especialmente si se interconectara con la línea del Valle de Antilope. Este proyecto mejoraría la capacidad y el tiempo de viaje a Long Beach desde el centro de LA y también sería un gran primer paso para el ferrocarril regional eléctrico. ¡Por favor, financien este proyecto y construyan una línea de ferrocarril electrificada sobre cabeza a Long Beach, expandiendo las opciones de tránsito para todo LA!	<p>En 2021, la Junta de Metro aprobó las mociones 47 y 48 que efectivamente cesaron el trabajo para avanzar en el EIR/EIS del Proyecto del Corredor Sur 710.</p> <p>Para asegurar que las inversiones de Metro no afecten desproporcionadamente a las comunidades de color, empeoren inadvertidamente la demanda inducida, o vayan en contra de los objetivos existentes de reducción de emisiones de gases de efecto invernadero. El nuevo proceso se diseñó para llevar a cabo un examen holístico del proyecto basado en la equidad. Nuestro proceso de evaluación examinó la demanda inducida de viajes en automóvil en función de su potencial para el aumento de VMT que esto ocurriría a través de la demanda inducida de viajes en automóvil y todos los proyectos fueron evaluados en base a esta métrica. Por favor, consulte la preocupación 9 "Potencial de aumento de VMT" en el Plan de Inversiones.</p> <p>El Plan de Inversión que Metro propone construye un futuro más limpio, sostenible y saludable, apoyando múltiples modos y poniendo a las personas en primer lugar.</p> <p>Las mejoras propuestas en las autopistas están en consonancia con la visión, los objetivos y los principios adoptados por el grupo de trabajo LB-ELA y con la política vigente del Consejo de Administración de Metro. Esto se ilustra a continuación en lo que estamos considerando y no considerando:</p> <p>Lo que propone el Plan de Inversiones Incluye:</p> <ul style="list-style-type: none"> •I-710 Mainline (Mejoras operativas y de seguridad) •Intercambiadores/cruces locales (Intercambiadores parciales de autopista MOSAICo) •Tecnología <p>Lo que el Plan de Inversión no incluye es:</p> <ul style="list-style-type: none"> •Ampliación de la autopista •Intercambiadores de autopista a autopista •Carriles de uso general •Conceptos con desplazamientos
Comentarios del Tablero	Connie	N/A	01/31/24	Sería un proyecto increíble.	
Comentarios del Tablero	Connie Tavarez	N/A	01/31/24	Lo usaría todo el tiempo.	
Comentarios del Tablero	Tristen Miller	N/A	01/31/24	Por favor, háganlo realidad. Metrolink a Long Beach cambiaría las reglas del juego. Incluso sólo hasta el aeropuerto,	
Comentarios del Tablero	alex standke	N/A	01/31/24	Lloraría de alegría si haces esto.	
Comentarios del Tablero	alex standke	N/A	01/31/24	Daisy debería ser un carril bici continuo desde Wardlow hasta la 3ª.	
				<p>Todo lo que necesita es un cruce señalizado en PCH, eso es literalmente todo, y sería perfecto. Ya se ha calmado mucho el tráfico y, por lo demás, es una calle cómoda para ir en bicicleta.</p> <p>Magnolia es rápida y peligrosa. Para un carril bici adecuado para edades comprendidas entre los 8 y los 80 años, necesita carriles bici completamente protegidos. Un único cruce sería más barato y mejor</p>	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/24	Resido en la zona de DTLA/Boyle Heights y trabajo en Long Beach. He intentado varias veces tomar la línea A para ir al trabajo, pero me resulta poco práctico para ese trayecto porque es significativamente más lento que la autopista, incluso en hora punta, y hay un importante trayecto en bicicleta o a pie en ambos extremos. Esta solución sería perfecta para tener una opción de tránsito realmente competitiva. Apoyo firmemente esta opción. Sugiero comercializarla como "línea A exprés", del mismo modo que los metros regionales más desarrollados tienen rutas paralelas. Es importante dar prioridad a minimizar el número de paradas, pero garantizando que haya excelentes conexiones multimodales en las paradas (por ejemplo, con la línea A y las opciones este-oeste).	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/24	Yo apoyo esto.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/24	Apoyo firmemente la inversión en el Proyecto de Tránsito del Ramal Oeste de Santa Ana	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/24	Me parece una medida equivocada y no la apoyo. Es probable que provoque la ira de los amantes de los coches, al tiempo que desvía dinero del proyecto, mucho más importante, de llevar más gente y mercancías al ferrocarril.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/24	Lo apoyo firmemente. Será inmensamente beneficioso contar con un corredor contiguo que favorezca los desplazamientos en medios distintos del coche. Será importante garantizar que no se descuiden los cruces de las autopistas. Debe haber protección para peatones y ciclistas en todo el recorrido.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/24	Apoyo firmemente estos proyectos. Me permitirían viajar al trabajo de forma segura junto con el tránsito. Será de vital importancia aplicar medidas de seguridad en esta ruta, por ejemplo, hacer cumplir las normas de seguridad vial, especialmente contra peatones y ciclistas.	
Comentarios del Tablero	Joshua Kayn	N/A	02/01/24	Apoyo firmemente estos proyectos. Me permitirían viajar al trabajo de forma segura junto con el tránsito. Será de vital importancia aplicar medidas de seguridad en esta ruta, por ejemplo, hacer cumplir las normas de seguridad vial, especialmente contra peatones y ciclistas.	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Comentarios del Tablero	Camden	N/A	02/01/24	Una línea de Metrolink a Long Beach sería una excelente ampliación del sistema ferroviario regional, especialmente si se interconectara con la línea de Antelope Valley. Este proyecto mejoraría la capacidad y el tiempo de viaje a Long Beach desde el centro de Los Angeles y también sería un gran primer paso hacia el ferrocarril eléctrico regional. Por favor, financien este proyecto y construyan una línea aérea de ferrocarril eléctrico hasta Long Beach, ampliando las opciones de transporte para toda Los Angeles.	
Reunión del pequeño grupo del sector del transporte de mercancías					
Reunión del pequeño grupo del sector del transporte de mercancías	Sharon		02/13/24	Hay un proyecto POLA incluido en la planificación inicial. Por favor, aclare los programas modales. Es decir, carril ZET, tarificación de la congestión.	Aquí se encuentran los proyectos parados. Hay que analizarlos más a fondo. Los proyectos de puertos, si se construyen, serán financiados por los puertos. Este es un espacio polivalente. No se trata de proyectos populares de primer nivel. Algunos de ellos no serán financiados/apoyados por Metro. FRATIS--Debería ser ICM. Programa Modal - grupo de discusión centrado en el movimiento de mercancías - discutir qué proyectos deben seguir adelante. Dentro de un par de años, haremos saber al consejo que las partes interesadas apoyan determinados proyectos. Nos centramos en los proyectos iniciales.
Reunión del pequeño grupo del sector del transporte de mercancías	Sharon			De los proyectos de la 5c -sin incluir la ampliación de un enlace de autopista a autovía-, ¿qué proyectos NO se incluyen para la inversión inicial?	2 parciales: esperamos que no afecten al derecho de paso. Todos se incluirán en la inversión inicial. Todos deben ser revisados: el análisis de alternativas nos permitirá saber cuáles pasan a la fase medioambiental. CEQA/NEPA será necesario.
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			Ferrocarril de mercancías - por favor, cambie a ZE. Estamos trabajando con AQMD. LB está trabajando en baterías eléctricas y pilas de combustible. Participaremos en el estudio sobre el ferrocarril de mercancías. ¿Cuál es su estrategia para los próximos pasos en los proyectos de la línea principal de la lista?	Financiación del análisis de alternativas y de la revisión medioambiental; financiación de la ejecución de los proyectos que resulten mejor valorados del análisis de alternativas.
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			El análisis alternativo implica rehacer el estudio	CT quiere PAED. Nos permite realizar un trabajo de compromiso para conseguir el apoyo necesario para avanzar. Un término más amplio: análisis de viabilidad.
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			¿Eso sería financiación para todos los proyectos de la línea principal?	Avance simultáneo de los modos.
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			¿Ha identificado lo que buscará para Mega? Me refiero a la preconstrucción. Mega se acerca pronto. Usted considerará Mega, TCEP. Usted tendrá el reto de analizar estos en su conjunto. La EPA estaría obligada a hacerlo.	Se requieren medidas políticas del Consejo. El TCEP también se acerca. Compromiso con NEPA/CEQA. Los carriles auxiliares se conectarán a un intercambiador. Se trata de un plan. Financiamos proyectos a través de este plan. Prioridad INFRA, etc.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			¿Qué es el carril bici del ramal oeste de Santa Ana? Estamos haciendo inmobiliaria con UP y Metro. Hemos aprobado MOU para negociar con ustedes. ¿No lo sabrían sus planificadores no motorizados? Equipo ATP. Podríamos estar matando ese proyecto.	<p>La página 212 es la hoja informativa. Podemos hacer un seguimiento con usted.</p> <p>Respuesta de M. Cano por correo electrónico el 16 de febrero: Kerry:</p> <p>Algunos antecedentes y una actualización:</p> <p>Antecedentes:</p> <p>La ciudad de Paramount ha dado prioridad a este proyecto. Se clasificó altamente en el CMIP, ya que cerraría la brecha existente entre el carril bici del río LA y el carril bici del río San Gabriel a través de su conexión con el carril bici Bellflower Southeast Gateway LRT construido en 2009 y la Fase 1 adyacente del segmento de Paramount del carril bici Southeast Gateway LRT, construido en 2013.</p> <p>Actualización:</p> <p>Mientras que el camino principal para este carril bici propuesto no está en UPRR ROW, un camino propuesto cruzaría las vías de la línea de espuela con un cruce protegido. Entendemos que UPRR no ha accedido a este cruce protegido y está en conversaciones con la Ciudad de Paramount. También entendemos que si un cruce a nivel no va a funcionar, entonces un camino separado de nivel sería perseguido si la financiación estuviera disponible.</p> <p>Podemos asegurarnos de que el CMIP refleje que estas conversaciones están en curso y que recomendamos la financiación inicial, con una cantidad supeditada a la aprobación de UP y POLA/POLB de un paso a nivel. La financiación del CMIP cubriría entonces el déficit de financiación para llevar el proyecto a la fase de ejecución.</p> <p>Si no se puede llegar a un acuerdo sobre el cruce a nivel, el CMIP proporcionaría esta financiación para el coste añadido de la construcción del cruce para bicicletas y peatones de las vías del tren, y la ciudad de Paramount sería responsable de obtener el resto de los fondos, con el apoyo de Metro para obtener subvenciones, etc.</p> <p>Este enfoque garantizaría la financiación CMIP va a un concepto aprobado, permitiendo UPRR, POLA / POLB, y la Ciudad de Paramount para negociar una resolución. No financiaremos en su totalidad un carril bici/peatonal, ya que tenemos que aprovechar los fondos CMIP para un proyecto de ese gasto.</p> <p>Espero que esto sea útil - no teníamos la información correcta anteriormente. Estoy feliz de discutir la próxima semana - Espero que disfruten de su fin de semana.</p>
Reunión del pequeño grupo del sector del transporte de mercancías	Teresa			Agradezco la exhaustividad del documento. P 247. Programas modales-aparcamiento. Pero hay financiación para programas modales. Pero para proyectos de autopistas - tarificación de la congestión. ¿Por qué hay \$ 49 m allí y no con los proyectos de inversión inicial.	<p>Programa modal - Proyecto de nivel 1 no seleccionado. A ver si se pone en marcha. Proyectos de nivel 2-necesitan ser reexaminados. Nuevos proyectos-para evaluar. Proyectos de planificación. Asistencia técnica / Fondos de capital. Hay que tener en cuenta el flujo de caja. La financiación de AA/Environ tiene un límite. Cuando se llega a la aplicación, no podemos tocarlos hasta 2026, 2032, cuando la financiación adicional medida disponible.</p> <p>Los 49 millones de dólares de financiación del programa modal pueden utilizarse para proyectos de inversión inicial.</p>
Reunión del pequeño grupo del sector del transporte de mercancías	Sharon			Inconsistentes son Línea Azul y Línea A. Tenemos que multarte en cualquier momento Blue Line. Eliminar "todos"	
Reunión del pequeño grupo del sector del transporte de mercancías	Sharon			POLB - Metro apoyará. ¿Qué significa esto?	Carta. POLA fuera de los límites de las ciudades de entrada. Queremos usar este plan para mostrar a la gente estatal/federal. Metro participa. Los puertos pueden aprovechar el plan. Metro puede enviar una carta de apoyo. ZE , cambio modal y estrategia ferroviaria - nos gustaría apoyar. Hay necesidades en el corredor que van más allá de lo que este plan puede financiar. 17.000 millones de dólares. Si hay otros proyectos -puertos, ferrocarril, ac- que cuenten con financiación, es necesario ampliar la cifra máxima. Es el momento de hacerlo. No estamos haciendo un silo metropolitano. Todos los proyectos son necesarios.
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			¿Coordinación con Caltrans?	Están interesados en la participación comunitaria, como el proyecto Florence. Les preocupa no recibir apoyo de Sacramento. CT y Metro han estado trabajando en ello. ¿Quién dirigirá el personal en el futuro? Metro ha reducido su programa de autopistas. A nuestro director general le gustaría que CT asumiera un mayor protagonismo como dueño de las instalaciones.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			Transporte de mercancías TDM-estoy trabajando LA28-les dije que el transporte de mercancías TDM no es viable. ¿Es una aspiración a largo plazo?	En la estrategia de transporte de mercancías es donde podemos hacerlo. Movimiento eficiente de mercancías. Cómo utilizar la capacidad de que disponemos. La GDT formaría parte de ese ámbito. Sí, a largo plazo. Lo mencionaremos.
Reunión del pequeño grupo del sector del transporte de mercancías	Jermaine			Me alegra ver que se moderniza el ecosistema de GM, así como otros componentes de GME. Me alegra ver que esto avanza. Vamos a realizar un estudio en profundidad a finales de mes. Nuestro economista jefe hará una presentación.	
Reunión del pequeño grupo del sector del transporte de mercancías	Matt			Me alegro de que estemos aquí para hablar de proyectos. Estamos viendo cómo evoluciona esto. Ningún comentario específico sobre la propuesta. Aprecio la convocatoria de un pequeño grupo. Michael Agradezco los esfuerzos y el Liderazgo. Sharon, Theresa gracias por ser proactivas. Estamos apoyando a nuestra industria. Veremos donde caen las fichas.	
Reunión del pequeño grupo del sector del transporte de mercancías	Sue			Mi esfera: el movimiento limpio de mercancías. Me alegra que muchas de las cosas que hemos discutido estén aquí. Infraestructura y ubicación de las instalaciones, hidrógeno, en 004, vinculado a 23. Me interesa ver cómo evoluciona esto. Me gustaría conocer más detalles. Sólo he hojeado el informe. Está muy bien elaborado. Fácil de leer. Fácil de consumir el contenido. Esto es muy importante para un público amplio. No está escrito por un punto de vista de personas de este campo específico.	ZET WG es donde avanzaremos en el debate sobre las tecnologías ZE.
Reunión del pequeño grupo del sector del transporte de mercancías	Louie			Aprecia el esfuerzo. Orgulloso de participar en él. Quiere asegurarse de que sea un documento positivo para todas las comunidades de la región. Estoy encantado. Lo que han presentado aquí. Parece que en marzo saldrá adelante. No se queda corto en todos los objetivos que intentamos alcanzar. Todas las horas, el equipo técnico, gracias por tu liderazgo Michael. No se podría haber hecho sin ti.	Se agradecerán las cartas de apoyo. Comité del día 20.
Reunión del pequeño grupo del sector del transporte de mercancías	Sharon			¿Hay alguien aquí que no puede votar sí. ¿Puede estar allí el 11 de marzo?	
Reunión del pequeño grupo del sector del transporte de mercancías	Sharon			¿Hay algún plan para rehacer el conector 405/710? ¿Planes para mejorarlo?	Aún no hemos llegado a ese punto. Este es un área en la que necesitamos al TC en la mesa. Nos estamos topando con límites = podemos tener buenas ideas, pero el TC tiene que apoyarlas. Hay espacio para ello, pero no ahora. Sigue estando sobre la mesa. Tenemos financiación reservada - enfoques, estudios, algo que todos queremos apoyar- necesitamos identificar prioridad=avance del corredor. Con CT tenemos que hablar del sistema. Uno de ellos es ATRI de alta prioridad.
Reunión del pequeño grupo del sector del transporte de mercancías	Matt			A nivel nacional tenemos 60 en el 57 = Los 10 primeros. Curiosamente 710 no lo consiguieron.	
Reunión del pequeño grupo del sector del transporte de mercancías	Chris			Gracias a Robert, Micheal, Avital y al equipo del metro por llevarnos hasta donde estamos hoy. Gracias por la reunión con nosotros sobre seguridad pública. Que la inf. Es seguro. Me alegra ver lo lejos que hemos llegado asegurándonos de que la financiación se destinará a la misión del plan, cómo mejoraremos la infraestructura existente, modernizando las rampas de acceso, asegurándonos de que la financiación estaba ahí. Estaré allí el 11 de marzo, lo pongo sobre la mesa de los miembros. Tenemos muchos miembros. Estamos inclinados a apoyarlo. (Únete a nosotros 27 de febrero)	Robert, si necesitas a alguien en una reunión. Una presentación general. Estamos disponibles.
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			Clarificación de la financiación del proyecto de electrificación del transporte de mercancías. Clarificación sobre los autobuses de hidrógeno.	Metro se centra más en si hace falta información sobre la implantación del hidrógeno. Ahora mismo hay mucho temor.
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			No tendrás TF en todo lo que avance. No hay que dar vueltas a la semántica. Puedes sumergirte en el proyecto AQMD. Subvención CRIS: locomotora de pila de combustible. La locomotora de pila de combustible de hidrógeno en la línea principal tardará un tiempo. Ese será el camino a seguir cuando las locomotoras Tier IV pierdan su vida útil.	Queremos mantener la puerta abierta. Ustedes están averiguando las cosas. No queremos predeterminar nada.
Reunión del pequeño grupo del sector del transporte de mercancías	Kerry			Reprogramación de STP/TMAC. ¿Ha presentado algún proyecto.	No estoy seguro. Tendrá que consultarlo con el personal.
Reunión del pequeño grupo del sector del transporte de mercancías	Jermaine			Plazo: camión limpio. ¿Cuál es la línea de tiempo de implementación? Puedo ayudar a elevar este trabajo.	Estamos trabajando en ello. La Junta lo aprobó hace un tiempo. También estamos trabajando en el proyecto de infraestructura LACI. Actualmente en curso. Lo añadiremos al GT ZET. Habrá un tablero con actualizaciones sobre los proyectos.
Reunión del pequeño grupo del sector del transporte de mercancías	Jermaine			[4:22 PM] Jermaine Hampton ¡Gran trabajo de todos realmente aprecio la colaboración! como 2	
Correo electrónico					

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Correo electrónico	Isaac Katz		01/31/24	<p>Querido Metro,</p> <p>Le escribo con preocupación sobre los planes del corredor Long Beach East LA. Como residente de Long Beach que se desplazaba al norte por el corredor la mayoría de los días de la semana la mejora del transporte en esta región es fundamental para mí. Debido a las opciones de transporte público limitadas y lentas, por lo general me veo obligado a conducir calles y autopistas atestadas de tráfico. Esto es malo para el medio ambiente para el medio ambiente, una experiencia frustrante y lenta, y además peligrosa (porque el transporte en coche siempre es peligroso).</p> <p>Sin embargo, parece que Metro no está actuando con la urgencia adecuada para mejorar el transporte en el corredor. E El Plan de Inversión en Movilidad parece estar con grupos de trabajo y otros ralentizadores. Si Metro insiste en seguir pasando años y años hablando de lo que podría pasar, en lugar de construir el transporte público de inmediato, que dará lugar a incontables cantidades de emisiones de carbono adicionales, un número impensable de horas perdidas en el tráfico, y un número inconcebible de muertes por la congestión del tráfico.</p> <p>Dejen de hablar. Empiecen a construir.</p> <p>Espero poder ir regularmente al trabajo en transporte público antes de que demasiado tiempo. Al ritmo actual de Metro, no soy optimista.</p> <p>Gracias, Isaac Katz, Isaac Katz</p>	
Correo electrónico	Philip Pongvarin		02/02/24	<p>Solo expreso mi opinion con respecto al proyecto de la Autopista 710.</p> <p>Como residente de la ciudad de Long Beach. He estado siguiendo la opción de ampliación de la autopista 710 y estoy a favor.</p> <p>Si Metro puede introducir estos carriles auxiliares en la 710 similares a los de la autopista 405 entre Long Beach Blvd y Bellflower Blvd, imagino que sería beneficioso para disminuir el tráfico. Personalmente, también reduciría el estrés de incorporarse a la velocidad de la autopista justo después de entrar desde la mayoría de estas cortas rampas de acceso.</p> <p>También diría que cuanto menos tiempo pasen los coches parados en medio del tráfico, menos contaminación habrá en general.</p>	
Correo electrónico	Joe Linton		02/02/24	<p>Por favor, envíenme un enlace a la presentación del corredor 710 de ayer. Gracias.</p>	
Correo electrónico	Joe Linton		02/02/24	<p>A quien corresponda -</p> <p>Gracias a Metro por escuchar a la comunidad y dar marcha atrás en muchos de los peores perjuicios de los planes anteriores de Metro. La propuesta actual es mucho mejor que lo que Metro intentó hacer hace un par de años.</p> <p>Pero Metro puede ir más allá. Insto a Metro a que</p> <ol style="list-style-type: none"> 1- Cumpla las anteriores declaraciones de Metro de que el plan de inversión en el corredor 710 no incluiría la ampliación de la autopista. Por favor, no amplíe la capacidad de la autopista, incluyendo la no adición de nuevos carriles auxiliares. Por favor, no amplíen las rampas de las autopistas ni los intercambiadores. Por favor, no sometan el ya contaminado corredor 710 a más proyectos que aumenten la contaminación. 2 - Por favor, mantengan las obras de la autopista dentro del derecho de paso existente, sin desplazar viviendas, edificios de apartamentos, comercios u otros usos. 3 - Por favor, inviertan más en proyectos saludables y no contaminantes. Por favor, al menos duplique la financiación para el transporte público y el transporte activo. Aumentar el servicio de transporte público en la zona del corredor 710. Por favor, utilice gran parte de los fondos del corredor 710 para hacer realidad las inversiones en tránsito de la Medida M prometidas a los votantes. 4 - Por favor, invierta en la electrificación directa de cero emisiones - batería y / o energía catenaria. Por favor omita los programas basados en la problemática energía de hidrógeno. 	

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Correo electrónico	Faraz Aqi		02/03/24	<p>Hola de nuevo LA Metro, soy Faraz. Soy la persona que hizo la pregunta sobre el tema de la frecuencia a lo largo del corredor, en particular con las líneas de autobús: 258 (Garfield Ave), 265 (Paramount Blvd), y 120 (Imperial Hwy).</p> <p>Se me pidió que proporcionara mi información de contacto, ya que me dijeron que este proyecto no mejorará la frecuencia de los autobuses y que tendrán que remitir mi problema a un departamento diferente.</p> <p>A continuación se muestra mi información de contacto: Nombre: Faraz Aqi Correo electrónico: aqil_faraz@yahoo.com</p> <p>Gracias por su tiempo. Atentamente, Faraz Aqi</p>	
Correo electrónico	John Delshadi		02/08/24	<p>Respetuosamente, la comunidad ruega a Metro que deseché los planes de ampliar, añadir carriles y continuar invirtiendo en el proyecto de la autopista 710. Este dinero debería desviarse a opciones de tránsito en la zona. Este dinero debería desviarse a opciones de tránsito en la zona.</p> <p>El propio análisis de Metro sitúa a las zonas cercanas a la 710 como comunidades ya afectadas de forma desproporcionada por las autopistas. Seguir invirtiendo en proyectos centrados en el automóvil refuerza estas desigualdades.</p> <p>Los últimos planes revelados por Metro suponen una pequeña mejora. Por favor, le instamos a que piense en opciones que den prioridad a las personas y al medio ambiente.</p> <p>Muchas gracias,</p> <p>John Delshadi 949-636-4569</p>	
Correo electrónico	Stephen Krusel		02/08/24	<p>Parte 1</p> <p>Hola,</p> <p>Me llamo Steve Krusel y quería dar mi opinión sobre el borrador del Plan de Inversión en Movilidad del Corredor Long Beach-Este de Los Angeles, recientemente puesto a disposición del público. Tengo 41 años y he vivido toda mi vida en el área de estudio o cerca de ella, principalmente al sur de la I-91 y al este de la I-710. También he trabajado como conductor de un camión comercial de 26 pies para Amazon en el Área de Estudio y el resto del Condado de Los Angeles. Para desplazarme personalmente prefiero la bicicleta y el transporte público a la conducción.</p> <p>Voy a empezar con algunos elogios. Las mejoras de la primera/última milla de la línea A son muy bienvenidas. Intenté ir en bicicleta a la línea A en la estación de Del Amo una vez y fue un viaje duro, por decir lo menos. También me alegra ver que la prioridad de las señales para los trenes figura como un tipo de proyecto. La línea A se atasca en los semáforos con demasiada frecuencia, por lo que cualquier mejora en este sentido es bienvenida.</p> <p>Pasemos ahora a algunas oportunidades de mejora. Las mejoras propuestas para la I-710 no son, francamente, gran cosa. Carriles como ese ya existen en la I-105 y no añaden gran cosa a la funcionalidad de la autopista y no han ayudado a aliviar la congestión allí. Los conductores profesionales y los viajeros habituales no se molestan en utilizarlos porque añaden una incorporación innecesaria a su trayecto. En raras ocasiones, sirven para evitar atascos en los enlaces de salida, pero son demasiado raros para justificar el gasto que supone añadirlos. Un comportamiento que fomentan con frecuencia es el de los conductores imprudentes que los utilizan para adelantar al tráfico más lento e intentar una incorporación peligrosa en el último segundo antes de que el carril salga de la autopista. La propuesta de añadir estos carriles parece un intento de eludir la oposición de la comunidad a la ampliación de la autopista. El dinero asignado a los carriles Aux en la I-710 estaría mejor empleado añadiendo infraestructuras para bicicletas y autobuses de tránsito rápido a la autopista Pacific Coast y al bulevar Lakewood, ambas de titularidad estatal, rutas 1 y 19 respectivamente.</p> <p>También soy escéptico sobre las mejoras propuestas para las rampas de entrada y salida de la autopista hasta que no vea un marco para su diseño. Si el plan es mejorar las líneas de visión, los cruces peatonales y ciclistas, y la fluidez del tráfico sin añadir carriles, eso es una cosa. Por otra parte, si el plan consiste simplemente en añadir un carril a cada rampa de entrada y salida del corredor, creo que sería un despilfarro de recursos tan grande como los carriles auxiliares del tablero principal de la autopista.</p> <p>También me decepcionó ver que no hay muchas mejoras de tránsito en el lado este de la zona de estudio. Según mi experiencia, hay una especie de desierto de transporte público al sur de la I-91 y al este de Cherry Ave. Si vives cerca del límite oriental de la zona de estudio, puedes tardar entre 30 minutos y una hora en llegar al transporte rápido a través de la red local de autobuses. Estos viajes son por lo general menos de 8 millas, por lo que la mayor parte de ese tiempo se gasta esperando un viaje o transferencia. Esto anima a la gente que vive en esta zona a, en raras ocasiones, conducir vehículos personales hasta un aparcamiento disuasorio o, lo que es más habitual, realizar todos sus viajes utilizando únicamente su vehículo personal. Muchos de estos conductores utilizan la I-710, aumentando la congestión en la autopista. Las líneas de autobuses de tránsito rápido o, al menos, las líneas de paradas limitadas que conectan la parte sureste de la zona de estudio con las líneas de metro ligero A y C y Metrolink en la estación de Norwalk/Santa Fe animarían a muchas personas a no utilizar el coche con mucha más frecuencia. Estas líneas también podrían utilizarse para conectar más eficazmente el aeropuerto de Long Beach con el tren ligero y regional.</p>	

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				<p>Parte 2 También podría planificarse una conexión con la línea C para apoyar la línea Southeast Gateway una vez que se financie y construya. Si el objetivo del proyecto es reducir la contaminación en el corredor reduciendo la congestión en la I-710 y la cantidad de tráfico de mercancías es constante porque está en función del tráfico portuario, entonces el único tráfico que puede reducirse es el de pasajeros. La mejor manera de reducir el tráfico de pasajeros es dar a los conductores mejores opciones. Yo soy un buen ejemplo anecdótico de esto. Rara vez conduzco por la I-710 al sur de Del Amo porque la línea A es mucho más agradable de usar. Abo</p>	
Correo electrónico	Justin J.		02/13/24	<p>¡Amplíen las autopistas! Los puertos mueven miles de millones en mercancías y crean miles de puestos de trabajo. Construyamos más infraestructuras y pongamos los productos en movimiento. Así se reducen los costes para millones de estadounidenses. Coche, ferrocarril, todo. Pronto la mayoría de los coches serán eléctricos.</p> <p>Ofrezcan una prima sobre la tasa de mercado para comprar casas y negocios en el camino. No es lindo que alguien puede crear millones en pérdidas económicas y pérdidas de puestos de trabajo porque se niegan a moverse por la calle.</p> <p>Haga que los nuevos carriles tengan un PRECIO DE CONGESTIÓN. Cobrar dinámicamente por el acceso al carril en función del volumen. Así, el carril estará siempre lleno, pero la media seguirá siendo de 55 mph 24 horas al día, 7 días a la semana.</p> <p>TODOS GANAN. Más carriles para coches (porque todo el mundo quiere conducir) e ingresos para el transporte público.</p> <p>Gracias, ya sé que no se puede contentar a todo el mundo.</p>	
Correo electrónico	Mario Anderson		02/13/24	<p>A quien corresponda,</p> <p>He oído hablar de estas mejoras y mi opinión es que es un gran proyecto. Apruebo los proyectos para mejorar la conectividad en bicicleta a través de Long Beach. He vivido y frecuento estas comunidades para recreación y familia. Mis comentarios son los siguientes:</p> <p>Positivos: Las Gateway Cities necesitan aparcamientos seguros para bicicletas y este plan los incluye. Atlantic, Alondra y Slauson serían un gran bulevar para bicicletas para toda la región. Reducir las emisiones recurriendo más al ferrocarril de mercancías reducirá la contaminación por ralenti y ayudará a los camioneros en el puerto. Incluir la frecuencia de los autobuses y la primera/última milla de la línea A es un cambio de juego que ayudará a miles de usuarios del transporte público. La mejora de las paradas de autobús, los carriles-bus y los carriles-bici a lo largo de los principales corredores enlazarán perfectamente con la nueva línea SE Gateway. Los trolebuses también pueden tenerse en cuenta para reducir las emisiones en el transporte público. El embellecimiento y las mejoras del sendero fluvial ayudarán a que la gente se sienta más segura y considere el transporte activo.</p> <p>Área de mejora: A las mejoras de tránsito les falta todavía una parte fundamental: La estación de Artesia debe estar conectada con Gateway Towne Center (la zona comercial de al lado) mediante la infraestructura existente para peatones y autobuses. En la actualidad, Artesia es un gran centro de tránsito que está a una milla a pie o a una dura bicicleta sobre un puente de destinos útiles. La estación de Artesia tiene una segunda salida accesible vallada que Metro ha estado considerando abrir de nuevo en proyectos anteriores a lo largo de los años. Por favor, incluyan esto en el plan de movilidad. Compton quiere, pero más partes interesadas empujando puede hacer de esta estación un centro regional y resolver las luchas masivas de primera/última milla en Compton. La electrificación ferroviaria desde el puerto debería realizarse con líneas catenarias, ya que la tecnología es más antigua y fiable (por ejemplo, la línea A). Las baterías son más bien una solución a corto plazo. Gracias por su tiempo y espero que estos proyectos puedan seguir adelante.</p> <p>Atentamente, Mario "MJ" Anderson UCLA Clase de 2020</p>	

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Correo electrónico	Mark Jolles		02/13/24	<p>Hola Michael</p> <p>He comentado en una reciente reunión corredor 710 que parece que el local de deseos de la comunidad local son incompatibles con el mantenimiento de I-710 como una autopista. I publicado un comentario y pidió datos para analizar cómo los viajes podrían ser reasignados para mitigar la eliminación de la I-710 como interestatal.</p> <p>El análisis histórico sugiere que eliminar una interestatal urbana tiene más beneficios económicos que mantenerla. Pregunté por qué no se ofrecía a la la opción de eliminar la I-710 para analizarla como otras alternativas. ¿Qué análisis se realizó a tal efecto?</p> <p>Se me facilitó un correo electrónico y solicité una lista de los volúmenes de viajes en la zona de estudio y las previsiones necesarias para realizar un análisis. Hasta ahora no ha habido una respuesta. La solicitud publicada es la siguiente:</p> <p>*Comentarios sobre las autopistasSi puede facilitarme los volúmenes previstos en las interestatales y arteriales, qué zonas tendrán poca capacidad, puedo sugerir dónde desplazar los volúmenes y aumentar la capacidad global a largo plazo y cómo financiar los cambios. Eso permitiría eliminar la I-710 como interestatal y aumentar drásticamente la actividad económica en las comunidades adyacentes.Tengo entendido que el análisis de costes y beneficios económicos a largo plazo es la base de las ayudas federales al transporte. a largo plazo es la base del apoyo federal al transporte.</p> <p>Gracias por la oportunidad de comentar en la reunión. Mark Jolles 310-242-0660 markjolles@gmail.com</p>	
Correo electrónico	Allen Natian	Residente de San Pedro	02/24/24	<p>"Hola Metro</p> <p>Soy un residente de la ciudad de Los Ángeles que vive en San Pedro y frecuento mucho el corredor 710, sobre todo utilizando la autopista.</p> <p>Me alegro mucho de que este proyecto siga adelante. Sin embargo, me gustaría advertir de cualquier cosa que ensanche o "mejore" las autopistas;</p> <p>Vivimos en una época en la que estamos haciendo cuentas con nuestro pasado, que daba prioridad a los desplazamientos en coche por encima de cualquier otra cosa. Ha destruido vecindarios, empeorado la calidad del aire y contribuido al calentamiento global. Conocemos bien el fenómeno conocido como demanda inducida y cómo la ampliación de las autopistas empeora el tráfico. También somos muy conscientes de que si existen medios de transporte alternativos, los utilizaremos; yo diría que la mayoría de los desplazamientos aquí se hacen en coche, no por elección, sino por necesidad, debido al entorno construido que hemos heredado.</p> <p>Por tanto, urjo a Metro, al consejo de administración y a cualquier otra parte interesada a que piensen en el futuro y se lo piensen dos veces siempre que un proyecto vaya a inducir la demanda de coches. Estos proyectos incluyen, entre otros, los carriles "auxiliares" y cualquier tipo de ampliación de la autopista. No deberían iniciarse por las razones antes mencionadas. Deberíamos dar prioridad a mejores modos de transporte, como una línea de autobuses de tránsito rápido (BRT) entre Long Beach y el este de Los Ángeles. También deberíamos ampliar nuestros carriles bici protegidos para que la gente pueda elegir cómo desplazarse.</p> <p>Construyamos un futuro más limpio, sostenible y saludable.</p> <p>-Allen Natian Residente en San Pedro".</p>	

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Correo electrónico	Allen Natian	Residente de San Pedro	02/24/24	<p>"Me gustaría añadir algunos ejemplos concretos que me preocupan:</p> <p>Etiquetar erróneamente la mejora de intersecciones con "mejoras de intercambiadores" que pueden hacerlo más peligroso para los peatones y ciclistas que cruzan las rampas Romper un proyecto para evitar el escrutinio federal (Ejemplo del pasado) Utilizar carriles "auxiliares" como resquicio para ampliar autopistas.</p> <p>Fuente: <a "="" href="https://urldefense.proofpoint.com/v2/url?u=https-3A_la_streetsblog.org_2024_02_02_metro-2Dreleases-2Dnew-2Dlower-2D710-2Dfreeway-2Dproposal-2Dagency-2Dplans-2Dto-2Dwiden-2D710-2Ddoesnt-2Drule-2Dout-2Dresidential-2Ddemolitions&d=DwICAw&c=euGZstcaTDIvImEN8b7jXrwqOf-v5A_CdpqnVfiIMM&r=BlOE9-CsKSBOvHkccfao24sO3ecsmn9VwCHWYFlp25pZpTGFV9oUEbHtoZZsgj6D&m=IBwb_sx2BG81ydVTWSL-W8iumL-noWX9ZAflxpPmq2L178epzELBF_RYIQ1DAN0&s=Xxz5rYih5T8VoBK4tdWa3bfcVu0JW5Q55WY_RorQy0E&e=">https://urldefense.proofpoint.com/v2/url?u=https-3A_la_streetsblog.org_2024_02_02_metro-2Dreleases-2Dnew-2Dlower-2D710-2Dfreeway-2Dproposal-2Dagency-2Dplans-2Dto-2Dwiden-2D710-2Ddoesnt-2Drule-2Dout-2Dresidential-2Ddemolitions&d=DwICAw&c=euGZstcaTDIvImEN8b7jXrwqOf-v5A_CdpqnVfiIMM&r=BlOE9-CsKSBOvHkccfao24sO3ecsmn9VwCHWYFlp25pZpTGFV9oUEbHtoZZsgj6D&m=IBwb_sx2BG81ydVTWSL-W8iumL-noWX9ZAflxpPmq2L178epzELBF_RYIQ1DAN0&s=Xxz5rYih5T8VoBK4tdWa3bfcVu0JW5Q55WY_RorQy0E&e="</p>	
Correo electrónico	Marcel Sereboff		02/24/24	<p>"A quien corresponda,</p> <p>Tengo entendido que Metro se encontró recientemente con un excedente de fondos que pueden ser utilizados para ayudar a la movilidad entre Long Beach y el este de Los Ángeles. Como residente de Long Beach, me gustaría compartir mi punto de vista. Aproximadamente un tercio de la financiación prevista en el proyecto CMIP se destina a proyectos relacionados con autopistas. Una y otra vez se ha demostrado de forma concluyente que la mejora de las autopistas no aumenta la movilidad. Por lo tanto, si el objetivo es mejorar la movilidad, esta cifra debería ser lo más cercana posible a cero.</p> <p>En cuanto al tema de las autopistas, la 710 y LA River son lugares extraordinariamente desagradables y peligrosos para cruzar y navegar si una persona está fuera de un vehículo de motor. Esto debería rectificarse para permitir a los habitantes de West Long Beach y de las distintas comunidades portuarias acceder al centro de Long Beach a través de medios de transporte activos, como los desplazamientos a pie y en bicicleta.</p> <p>Para mejorar la movilidad a lo largo de este corredor, sería ideal dar prioridad a los carriles bus a lo largo de los bulevares Atlantic y Long Beach. Esto permitiría más espacio para las numerosas opciones de autobuses públicos a lo largo de esas calles. Además, deberían estudiarse mejoras ferroviarias. La Línea A es una de las líneas de metro ligero más exitosas y transitadas del país. Sólo por la demanda, Metro debería estudiar más opciones ferroviarias a lo largo de este corredor. El siguiente paso natural es llevar el servicio Metrolink a Long Beach. Una opción ferroviaria rápida y cómoda hasta Union Station cambiaría las reglas del juego para la comunidad.</p> <p>Marcel Sereboff 90815"</p>	
Correo electrónico	Kyle Jenkins	Residente de LA	02/24/24	<p>Por favor, no amplíen la autopista 710 ni añadan carriles. Va totalmente en contra de los objetivos declarados de mejorar la calidad del aire y la calidad de vida. Metro tiene que poner su dinero donde está su boca. No más autopistas ni ampliación de carreteras en Los Angeles.</p>	
Correo electrónico	Sara Carafino		02/27/24	<p>Sería estupendo que cada estación tuviera datos históricos e imágenes de cada parada de metro. La última parada debería mostrar el futuro de las vías férreas. Además, los niños de las escuelas locales de diferentes edades deberían contribuir con obras de arte de sus comunidades locales. O un concurso de redacción con una foto del niño mostrando lo que ha escrito. La futura generación debe compartir la visión de futuro. Los veteranos recordamos cuando los coches eran rojos. Yo, personalmente, estuve allí cuando se inauguró la línea azul, la línea dorada y otras. Soy una neoyorquina trasplantada. Me maravilló la eficiencia de la vida en la ciudad y la comodidad para desplazarse. También necesitamos robocops itinerantes en los andenes. Con los recortes presupuestarios de la ciudad para la fuerza de policía del tren de metro limitado; la policía robótica itinerante ofrecerá una sensación de seguridad de cercanías, tanto para los empleados del metro y los pasajeros que viajan en tren. Por último, instalar pantallas de televisión o muros informatizados en los que se destaquen los lugares de interés. Generar ingresos haciendo que las empresas de la comunidad anuncien la ciudad en la que se encuentran en el condado de Los Angeles viajando en el metro MTA (similar a la terminal del aeropuerto de Las Vegas y las zonas de transporte de personas). Sigán trabajando así de bien.</p>	
Correo electrónico	Sara Carafino		02/27/24	<p>No desplazar viviendas. Construir estaciones terrestres superiores similares a las de Compton y Firestone. Realizar estudios medioambientales y de adaptación, ya que somos un estado sísmico. O como decimos los de la costa este, "California shake,rattle and roll". Es similar a viajar en el tren expreso A del metro de Nueva York. Se sacude, traquetea y rueda en las curvas cerradas, a 55 mph viajando arriba y abajo de las millas de vías que conectan a diferentes distritos como el Bronx, Queens, Brooklyn, Manhattan (Excepción es el distrito de Staten Island. Se coge el ferry o el puente de Manhattan a la isla. Los puentes de los 5 distritos están sujetos a peaje. También están implementando la tasa de congestión de Nueva York que viaja en la ciudad de la calle 60 a la calle 14 (creo). Entrará en vigor este año. Los Angeles no tiene este concepto todavía. Lo siento si me he desviado del tema. Simplemente construir más trenes para conectar más ciudades y en otros condados. Metrolink es genial. Desearía que pudiéramos construir trenes MTA ascendentes utilizando el divisor central de la autopista o el carril FastTrack. Hay que conseguir que los conductores utilicen el transporte público y reducir la congestión en las autopistas. Demasiadas personas residen en nuestro gran estado, el más grande con una población muy diversa y en crecimiento.</p>	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Correo electrónico	Corey Bennett	Residente de Wrigley Heights	03/01/24	<p>"De acuerdo: han hecho un pequeño comienzo imponiendo ocasionalmente el pago del billete en la línea A/azul y poniendo seguridad en uno o dos andenes de estación y en algún autobús ocasional. ¿Qué tal algo más? Sigue siendo desagradable y a menudo aterrador viajar en los trenes y autobuses de Metro: A menudo conduzco cuando podría utilizar el transporte público por esa misma razón. En un mundo ideal, habría dejado de conducir hace una década.</p> <p>Sugiero que la seguridad, la limpieza y la comodidad sean las principales consideraciones de diseño en todos y cada uno de los proyectos propuestos, así como la facilidad de acceso y el uso seguro por parte de personas mayores, discapacitadas y, a menudo, indefensas.</p> <p>Gracias, Corey Bennett Wrigley Heights".</p>	
Correo electrónico	Kyle Jenkins	Residente de LA	03/04/24	<p>Gracias por la respuesta. Yo llamaría a los nuevos carriles auxiliares nueva capacidad de la autopista, y las mejoras de los intercambiadores suenan como si incluyeran la ampliación de las calles. Así que mi comentario es - Por favor, no añadir ninguna capacidad de autopista o añadir carriles a los intercambiadores, calles de superficie, o la propia autopista.</p>	
Correo electrónico	Sylvia Betancourt	LBACA	03/07/24	<p>De: Sylvia Betancourt <SBetancourt@memorialcare.org> Enviado: Jueves, 7 de marzo de 2024 12:57 PM Para: Cano, Michael <canom@metro.net> Cc: Ambrosini, Susan <susan.ambrosini@aecom.com>; Susan DeSantis <SDeSantis@ArellanoAssociates.com>; Cohen, Aryeh <aryeh.cohen@aecom.com>; Nora Casillas <NCasillas@arellanoassociates.com>; Calix, Robert (Consultor) <CalixR@metro.net> Asunto: RE: Para su revisión: Calidad del aire y salud -- Desarrollo del programa comunitario</p> <p>Estimado Michael</p> <p>Le agradezco la oportunidad que me ha brindado de debatir el desarrollo del Programa Comunitario. Le agradezco que tenga en cuenta mi capacidad para participar. Al considerar el proceso propuesto para el desarrollo del Programa Comunitario y los Grupos de Trabajo, todavía tengo preguntas pendientes. Quiero estar seguro de que se cumplen los objetivos que nos fijamos al principio de este proceso, hace ya algunos años. De hecho, por lo que recuerdo de nuestras primeras reuniones para reanudar este proceso, he confiado pacientemente en la promesa de aportar beneficios significativos a la comunidad y de invertir en las comunidades del corredor 710, en particular abordando la salud. A medida que nos acercamos a esta fase en la que tomamos decisiones tangibles y duraderas sobre dónde se realizan las inversiones, necesito más claridad antes de seguir adelante. En relación con esto, nuestros socios del CEHAJ y yo también recibimos una solicitud para asociarnos en la ejecución del plan de inversión propuesto, pero no hemos recibido respuesta a las preguntas que hemos planteado. ¿Podrían responder a estas preguntas para ayudarnos a mí (y a los socios del CEHAJ) a determinar si esta oportunidad es adecuada para el CEHAJ?</p> <p>Preguntas enviadas anteriormente:</p> <p>1.Implementación- Durante la reunión del grupo de trabajo, el personal de Metro habló de un grupo de trabajo para programas comunitarios. Aún no está claro si cada categoría de proyecto (como autopistas, arterias, etc.) o área de inversión (como calidad del aire, movilidad, prosperidad, etc.) tendrá su grupo de trabajo. En caso afirmativo, ¿cómo se seleccionará a los participantes de cada grupo de trabajo? La misma pregunta se aplica a los grupos de trabajo de los programas comunitarios de los que se habla en la diapositiva 49. Puede proporcionar más información sobre a quién invitará Metro a participar en cada categoría?</p> <p>2.Aún no se conoce el alcance total de los proyectos. Actualmente no estamos seguros del alcance total de los proyectos que Metro incluirá en el plan de inversión final. También es necesario aclarar qué programas requerirán un grupo de trabajo para ayudar a su ejecución. Según las presentaciones que hemos recibido, muchos de los proyectos, incluidos los que no forman parte de los Programas Comunitarios, aún deben desarrollarse por completo. Según tenemos entendido, el CMIP es un documento de orientación conceptual que Metro presentará al Consejo para su aprobación. ¿Podría aclarar su referencia a "proyectos de transporte y programas comunitarios" que requerirán que Metro trabaje con partes interesadas como CEHAJ para ponerlos en práctica? Esto sugiere que algunos proyectos de transporte y programas comunitarios ya han sido predeterminados para permanecer en el plan de inversiones. ¿Puede confirmarlo?</p> <p>3. Aprobación tácita - El CEHAJ y otros miembros del grupo de trabajo y del CAC siguen evaluando cada uno de los proyectos propuestos y preparando comentarios por escrito para Metro. Nos preocupa que la participación en un grupo de trabajo de ejecución antes de que se conozca el alcance total de los proyectos del plan de inversión pueda interpretarse como nuestro respaldo a todo el plan, incluidos proyectos a los que al final podamos oponernos. ¿Puede explicar el objetivo general de los grupos de trabajo? ¿Se interpretará la participación en el grupo de trabajo de aplicación como un respaldo?</p> <p>Gracias, Michael. Un cordial saludo, Sylvia Sylvia Betancourt (ella/ella/ella) Alianza de Long</p>	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Correo electrónico	Joe Linton		03/05/24	<p>"A quien corresponda Dos mapas y el texto que los acompaña en el borrador del CMIP parecen ser incorrectos. 1) En la sección 3.2.2.1 que describe los mapas de la figura 3-4, el borrador 710 del CMIP afirma (Metro's The Source también lo afirma) El mapa "Auto Ownership" de la figura 3-4 muestra que el Área de Estudio tiene más hogares con cero vehículos que el Condado en su conjunto, excepto los hogares del centro de Long Beach. La parte norte del área de estudio tiene menores tasas de propiedad de automóviles. El mapa parece mostrar casi lo contrario de las partes del texto anterior (y no incluye el nivel general del condado). El mapa muestra niveles relativamente altos de hogares sin coche mapeados en azul oscuro en / cerca del centro de LB. Así que en lugar de: ... El área de estudio tiene más cero-vehículo hogares que el Condado en su conjunto, a excepción de los hogares en el centro de Long Beach. Sería más exacto decir: ... El área de estudio tiene más cero-vehículo de los hogares que el Condado en su conjunto, especialmente para los hogares en y alrededor del centro de Long Beach. La última frase puede ser cierta, pero no se corresponde realmente con el mapa: La parte norte de la zona de estudio tiene menores tasas de propiedad de automóviles. Tal vez usted tiene otros datos, pero a partir de sólo el mapa, no veo una clara división norte / sur en los datos trazados. Gran parte de la zona norte es de color verde y amarillo, lo que indica un menor porcentaje de no-coche, por lo que la propiedad de automóviles superior. Hay una gran cantidad de centros urbanos mapeados que tienen menores tasas de propiedad - incluyendo DTLB, East L.A., Huntington Park, Wilmington, Compton, Lynwood. Así que podría ser más exacto decir algo como: Muchas partes de la zona de estudio tienen tasas relativamente bajas de propiedad de automóviles, incluyendo gran parte de Long Beach, y partes de Compton, East L.A., Huntington Park, Lynwood, South Gate y Wilmington. 2) La figura 3-27 no representa las redes actuales de carriles bici de la zona. He detectado algunos errores, pero no es una lista exhaustiva: - La leyenda denomina al mapa de la derecha "red de carriles bici", pero no sólo incluye carriles bici. Algunas de las instalaciones cartografiadas no son carriles bici, sino carriles bici. - Las líneas azules están etiquetadas como "carriles bici protegidos", pero algunas líneas azules son carriles bici. - Muchas (probablemente la mitad) de las líneas azules cartografiadas no corresponden a instalaciones ciclistas reales. Dos ejemplos concretos: 1 - no hay carril bici a lo largo del Canal Domínguez entre la 405 y PCH. 2 - no hay carriles bici protegidos en el este de Los Angeles. - Los carriles bici cartografiados en Long Beach parecen no estar actualizados. Faltan muchos carriles bici. Parece que los datos tienen entre 5 y 10 años".</p>	
Correo electrónico	Matthew Dornbach		03/08/24	<p>"Hola, Escribo para expresar mis porters en contra de los carriles auxiliares para el corredor 710. Esto es una ampliación de la autopista a pesar de las afirmaciones de que no lo es. Esta ampliación desplazará potencialmente a los residentes de la zona, aumentará el uso del coche y destruirá zonas que de otro modo podrían utilizarse para otras formas de tránsito u otros beneficios públicos. No habrá carriles auxiliares en la 710 ni en ninguna otra autopista del estado".</p>	

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Correo electrónico	Jani Purpura		03/08/24	<p>"Al leer el plan para el corredor de la I-710, creo que se han introducido mejoras en el plan. Sin embargo, creo que se pueden aplicar soluciones más eficaces del siglo XXI a estos proyectos. Por ejemplo, tenemos un gran corredor de tránsito que necesita mejoras, y algunos proyectos más en marcha. En lugar de fomentar que se conduzca más, deberíamos invertir en el transporte público, el uso de la bicicleta y aumentar el espacio de parques con el espacio liberado. A continuación se indican los proyectos que deberían recortarse del proyecto y con qué proyectos sin financiación deberían sustituirse.</p> <p>Recortes:</p> <ul style="list-style-type: none"> - Infraestructura de cero emisiones para automóviles [LB-ELA_0191]-- Dar prioridad a la bicicleta y al transporte público (ebikes, e-scooters, otros medios alternativos a la conducción), ya que muchas personas recorren distancias cortas. Para viajes más largos, la línea A es excelente para conectar a la gente en el corredor de la I-710. - Puente Shoemaker/Shoreline Drive [LB-ELA_0010]--- A menos que se establezcan verdaderas conexiones para peatones y ciclistas a través de esta ruta, es mejor cerrar el puente y rediseñar el ramal de Queens Hwy/antigua 710 hacia Queen Mary para las personas que se dirigen al centro de LB. - I-710 Multimodal Freeway Safety and Operations Infrastructure Improvement Projects Bundle [LB-ELA_0028, LB-ELA_0029, LB-ELA_0030, LB-ELA_0031, LB-ELA_0032, LB-ELA_0033, LB-ELA_0034, LB-ELA_0035, LB-ELA_0036, LB-ELA_0037, LB-ELA_0038, LB-ELA_0091, LB-ELA_0092, LB-ELA_0093]--- El coste de estos proyectos (612 millones de dólares) se rentabilizaría mejor realizando proyectos de tránsito a gran escala que sirvieran a más personas y disminuyeran significativamente el tiempo de tránsito (por ejemplo, el proyecto LB-ELA_0173 ahorraría a los viajeros al menos 10 minutos, ya que el tiempo de viaje entre la estación de Pico y las estaciones de Washington de la línea A probablemente se reduciría a 5 minutos frente a los 15-20 que se tarda actualmente. - Ampliación de Atlantic Boulevard sobre la I-5 en la intersección Mixmaster [LB-ELA_0221]--- Ensanchar Atlantic sobre la I-5 no ayuda a la comunidad, ya que esta calle ya tiene más de 3 carriles en cada dirección sobre el puente. No sería difícil instalar un carril bus y cambiar el horario de las señales en la zona para mejorar las condiciones en el puente. <p>Fondo:</p> <ul style="list-style-type: none"> - Separación(es) de rasante de la Línea A [Línea Azul] en Washington Street [LB-ELA_0173]--- Este proyecto de separación de rasantes ahorraría a los viajeros entre Long Beach y Los Ángeles (el uso principal de la I-710) unos 10 minutos a través del transporte público, fomentando medios alternativos. Sería mucho más eficaz que gastar más de 600 millones de dólares en una autopista. - Línea de ferrocarril regional Metrolink entre Union Station y Long Beach [LB-ELA_0219]--- Junto con el proyecto de la línea A mencionado anteriormente, los viajeros se desplazarían más rápido a lo largo del corredor de la I-710 de lo que pueden hacerlo durante la mayoría de las horas en la autopista I-710. - Línea C (Verde) Extensión Este (Norwalk) (LRT) [LB-ELA_0002] --- Este proyecto es muy necesario.--- Este proyecto es muy necesario para aumentar la conectividad entre los servicios del Condado en Norwalk y el resto de la zona. Con esta ampliación, muchos empleados probablemente tomarían la línea C en lugar de conducir. - Corredor de tránsito de la línea Southeast Gateway (LRT) [LB-ELA_0001]--- Este proyecto ayudaría a conectar Huntington Park, Cudahy y otras ciudades Gateway con la región, lo cual es muy necesario. - Iniciativa para la habitabilidad de la I-710 [LB-ELA_0214]--- Se necesita urgentemente una mitigación de la contaminación y otros problemas creados por la autopista I-710. <p>Gracias por tomarse el tiempo de considerar mis ideas sobre el proyecto".</p>	

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Correo electrónico	Comm. Sharon Weissman		03/18/24	<p>"Hola Michael y Robert</p> <p>Estas son algunas de nuestras reflexiones en el Puerto sobre el borrador del Plan de Inversiones que nos enviaron a finales de enero.</p> <p>¿Vais a destacar esta noche los cambios, si los hay, con respecto al plan enviado en enero?</p> <p>Gracias, Sharon</p> <p>BORRADOR Comentarios del Puerto de Long Beach - Marzo 2024 Borrador del plan de inversión en movilidad del corredor Long Beach-Los Ángeles Este</p> <p>1. Agradecimientos - Grupo de Trabajo, Industria de Carga y Logística, pg. xii: a. Revisar el título de Theresa Dau-Ngo, Directora de Planificación del Puerto. 2. Tabla 8-1. Inversión en el corredor apoyadas por otras* fuentes de financiación, p. 8-3: a. Revisar la información sobre los proyectos del Puerto de Long Beach para eliminar la doble contabilización de los costes del proyecto. Los costes del proyecto Pier B On-Dock Rail Support Facility están incluidos tanto en el programa SWIFT, que recibió financiación del PFIP, como en el programa "America's Green Gateway: Pier B Rail Program Buildout", que recibió financiación Mega. Véase en el cuadro revisado adjunto el desglose de todas las subvenciones concedidas a los distintos componentes del proyecto Pier B On-Dock Rail Support Facility. 3. Tabla 8-8. Programa Modal de Seguridad de Autopistas y Mejoras de Intercambios, p. 8-74: a. Los proyectos "Congestion Pricing" y "Express Lanes Strategic Initiative" no deben ser listados como Tier 1 para la autopista I-710. 4. 4. ¿Cuál es el plan propuesto para el Grupo de Trabajo tras la adopción del Plan de Inversión del Corredor LB-ELA? 5. 5. ¿Cómo se supervisará el progreso/la ejecución de los proyectos propuestos en el Plan de Inversión del Corredor LB-ELA? ¿Se actualizarán los parámetros de rendimiento y los beneficios de los proyectos?</p> <p>Muchas gracias, Sharon</p> <p>*ADJUNTOS ADICIONALES PROPORCIONADOS SÓLO EN INGLÉS"</p>	<p>Gracias por el comentario. Hemos tenido en cuenta esos comentarios en el plan definitivo.</p>
Correo electrónico	Kerry Cartwright		03/19/24	<p>Michael</p> <p>Se adjuntan modificaciones/comentarios sobre el proyecto de CMIP:</p> <p>- Como información, para el desarrollo de la mano de obra, véase la información sobre el proyecto del Campus de Formación en Movimiento de Bienes POLA-POLB, que debería añadirse al documento.</p> <p>- Además, se adjuntan recomendaciones específicas y modificaciones necesarias</p> <p><input type="checkbox"/> Como se ha dicho en varias ocasiones, debería eliminarse lo siguiente: tarificación de la congestión, carriles ZET/restricción de las zonas de circulación debido a que CARB ACF y ACT pronto estarán plenamente en vigor (CARB está a la espera de la exención de la EPA).</p> <p><input type="checkbox"/> La "electrificación" del Corredor de Alameda no es viable y se ha estudiado en varias ocasiones durante décadas; la tecnología de pilas de combustible H2 puede llegar a ser la tecnología para el largo recorrido; el documento debería limitarse a mencionar el estudio de la tecnología ZE para locomotoras y no hacer una anotación específica sobre la AC;</p> <p>Kerry Cartwright, P.E. Director de Movimiento de Bienes 310-357-4996 (móvil), 310-732-7702</p> <p>*ADJUNTOS ADICIONALES PROPORCIONADOS SÓLO EN INGLÉS</p>	

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Correo electrónico	Chris Chavez		03/15/24	<p>"Adjuntamos nuestra carta de comentarios sobre el borrador del Plan de Inversión en Movilidad del Corredor LB-ELA.</p> <p>Christopher Chávez Director Adjunto de Política Coalición por un Aire Limpio chris@ccair.org<mailto:chris@ccair.org> (213) 223-6868</p> <p>FIN DEL CORREO</p> <p>*CARTA PROPORCIONADA SÓLO EN INGLÉS"</p>	
Correo electrónico	Matt Schrap		03/18/24	<p>Gracias @Michael, estamos totalmente de acuerdo con los comentarios de POLA. Lamentablemente, no podré asistir a la reunión de esta noche debido a un conflicto pendiente.</p> <p>Matt Schrap Harbor Trucking Association 213-361-7588</p>	
Correo electrónico	Esteban McKenzie		03/19/24	<p>"A quien corresponda, Aunque el proyecto de plan de inversiones supone una enorme mejora con respecto a la ampliación original de la autopista, aún queda mucho por mejorar. La comunicación de Metro ha afirmado en repetidas ocasiones que este plan "no amplía la autopista en absoluto", lo que este plan demuestra que es una mentira descarada. Este plan añade aproximadamente 4 millas de carril de autopista en toda la zona de estudio, y Metro aún tiene que comprometerse con la petición del Supervisor Hahn de descartar categóricamente las demoliciones. Más kilómetros de carril son más kilómetros de carril, tanto si los llaman carriles auxiliares, como si dividen las ampliaciones lo suficientemente pequeñas como para utilizar una laguna en la CEQA. La comunidad ha dejado claro que no queremos NINGUNA AMPLIACIÓN de la autopista. El ROW es enorme como es, y cualquier "mejoras de flujo" metro realmente considera necesario debe ser capturado dentro de la ROW existente. Como sociedad, hemos sobredimensionado enormemente nuestras infraestructuras y, año tras año, la Sociedad Americana de Ingenieros Civiles ofrece evaluaciones más crudas que demuestran que no podemos permitirnos mantener las infraestructuras que tenemos. Se ha demostrado que la ampliación de autopistas induce a la demanda, y los propios informes del metro han demostrado que sus inversiones en la ampliación de autopistas y calles arteriales anulan cualquier reducción de emisiones generada por sus inversiones en transporte público. Cuando se está en el fondo de un agujero, primero hay que DEJAR DE HUNDIRSE MÁS. Ya está bien. Metro tiene que tomarse en serio su papel como agencia de tránsito y dejar de impulsar el diseño autocéntrico. Atentamente, Esteban McKenzie Residente y propietario de North Long Beach".</p>	<p>En 2021, la Junta de Metro aprobó las mociones 47 y 48 que efectivamente cesaron el trabajo para avanzar en el EIR/EIS del Proyecto del Corredor Sur 710.</p> <p>Para asegurar que las inversiones de Metro no afecten desproporcionadamente a las comunidades de color, empeoren inadvertidamente la demanda inducida, o vayan en contra de los objetivos existentes de reducción de emisiones de gases de efecto invernadero. El nuevo proceso se diseñó para llevar a cabo un examen holístico del proyecto basado en la equidad. Nuestro proceso de evaluación examinó la demanda inducida de viajes en automóvil en función de su potencial para el aumento de VMT que esto ocurriría a través de la demanda inducida de viajes en automóvil y todos los proyectos fueron evaluados en base a esta métrica. Por favor, consulte la preocupación 9 "Potencial de aumento de VMT" en el Plan de Inversiones.</p> <p>El Plan de Inversión que Metro propone construye un futuro más limpio, sostenible y saludable, apoyando múltiples modos y poniendo a las personas en primer lugar.</p> <p>Las mejoras propuestas en las autopistas están en consonancia con la visión, los objetivos y los principios adoptados por el grupo de trabajo LB-ELA y con la política vigente del Consejo de Administración de Metro. Esto se ilustra a continuación en lo que estamos considerando y no considerando:</p> <p>Lo que propone el Plan de Inversiones Incluye:</p> <ul style="list-style-type: none"> -I-710 Mainline (Mejoras operativas y de seguridad) -Intercambiadores/cruces locales (MOSAIC - Operaciones multimodales, seguridad y mejoras de acceso para las comunidades) Intercambiadores parciales de autopista -Tecnología <p>Lo que no incluye el Plan de Inversiones es:</p> <ul style="list-style-type: none"> -Ampliación de autopistas -Intercambiadores completos de autopista a autovía -Carriles de uso general -Conceptos con grandes desplazamientos

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Correo electrónico	William Frankenfeld	Los Cerritos Resident	03/12/24	"Estimado personal de Metro Me llamo William Frankenfeld, vivo en el vecindario de Los Cerritos en el código postal 90807 a lo largo del corredor de la autopista 710. Los carriles auxiliares propuestos en la autopista 710 en Long Beach sólo aumentarán la contaminación y empeorarán el tráfico. LA Metro necesita reasignar los fondos para mejorar el transporte público local, como invertir en autobuses eléctricos, y mejorar el ferrocarril de carga local para reducir el uso de camiones de carga. Gracias William Frankenfeld".	
Correo electrónico	Coalition for Environmental	Coalition for Environmental Health & Justice (CEHAJ), Long Beach Residents Empowered (LIBRE)	03/28/24	28 de marzo de 2024 por correo electrónico Michael Cano, Director Ejecutivo LA Metro 1 Gateway Plaza Los Ángeles, CA 90012 CanoM@metro.net y 710Corridor@metro.net Asunto Plan de inversión en movilidad del corredor Long Beach-East Los Angeles Estimado Michael Cano y personal del equipo del proyecto En nombre de las organizaciones abajo firmantes, miembros de la Coalition for Environmental Health and Justice ("CEHAJ"), y Long Beach Residents Empowered (LIBRE), presentamos esta carta para plantear aspectos del Borrador del Plan de Inversión en Movilidad del Corredor Long Beach-Este de Los Ángeles ("Borrador CMIP") que apoyamos en concepto, así como preocupaciones específicas que amenazan el extenso proceso público que Metro y Caltrans llevaron a cabo cuando diseñaron las prioridades a lo largo del corredor I-710 Sur ("Corredor"). *CARTA PROPORCIONADA SÓLO EN INGLÉS	
Correo electrónico	United States Environmental	United States Environmental Protection Agency, Region 9	03/29/24	*CARTA ADJUNTA, CARTA FACILITADA SÓLO EN INGLÉS	
Correo electrónico	BizFed	BizFed	04/02/24	"Buenas tardes Michael y a todos, Adjunto una carta de comentarios sobre el borrador publicado del Plan de Inversiones en Movilidad. Si tienen alguna pregunta, no duden en ponerse en contacto conmigo. ☐ Chris Wilson, Responsable Principal de Promoción (562) 201-6034 - chris.wilson@bizfed.org Federación Empresarial del Condado de Los Angeles Fortaleciendo la voz de los negocios desde 2008 uniendo 235 diversos grupos de negocios movilizándolo 420,000 empleadores con 5 millones de empleados. HAGA CLIC PARA CONFIRMAR SU ASISTENCIA: Celebre el extraordinario liderazgo empresarial en la Ceremonia de los Premios Bizzi el 22 de marzo. *CARTA PROPORCIONADA SÓLO EN INGLÉS"	
Reuniones de proyecto					
Reunión de CLC #25					
Reunión de CLC #25	Kathleen Barajas		02/15/24	Parece muy completo por lo que he leído hasta ahora.	
Reunión de CLC #25	Dan Wamba		02/15/24	He revisado el CMIP y apoyo los proyectos aprobados para inversión inicial. También he observado que la Tabla 8-6 contiene una lista de proyectos que deben vigilarse para su posterior perfeccionamiento e implementación a través del Programa Modal de Vías Arteriales/Calles Completas.	
Reunión de CLC #25	Aide Castro		02/15/24	Apoyo los proyectos aprobados para inversión inicial. Sí, apoyo el Proyecto de Plan de Inversiones	
Reunión de CLC #25	Kathleen Barajas		02/15/24	Apoyo la propuesta.	
Reunión de CLC #25	Miyuki Gomez		02/15/24	Apoyo la propuesta.	
Reunión de CLC #25	Maria Reyes		02/15/24	todavía tengo bastantes preocupaciones e inquietudes.	
Reunión de CLC #25	Elizabeth Zamarripa		02/15/24	Me mantendré al margen por ahora, me gustaría revisar los materiales por mi cuenta una vez más.	
Reunión de CLC #25	Alfonso Garate		02/15/24	Yo apoyo	
Reunión de CLC #25	Luis Mesa		02/15/24	Me preguntaba si hay alguna forma de que Metro presente el plan en las páginas web de cada ciudad para que la gente pueda acceder fácilmente a él a través de las páginas web de sus ciudades presentando un resumen de los proyectos de cada ciudad incluidos en el plan.	
Reunión de CLC #25	Maria Reyes		02/15/24	En lo que respecta a Long Beach no veo o creo que hayamos recibido información sobre el Plan de Inversiones, ¿también estaba en español?	Cada ciudad recibió un kit de herramientas de los proyectos para sus áreas en el plan de inversión, pero por desgracia no puedo decir a cada ciudad para publicar en su sitio web, pero todas las ciudades se les proporcionó a publicar en sus redes sociales.
Reunión de CLC #25	Tiesha Davis		02/15/24	For the air quality, did they decide regarding what they will be doing and how they would make it relevant or make changes to the topic?	Muchos de los proyectos de la lista inicial de financiación tienen efectos positivos en la calidad del aire y se ajustan a los criterios, especialmente tres proyectos específicos sobre la calidad del aire.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión de CLC #25	Marcos Lopez		02/15/24	¿Cómo garantiza el plan que todos los proyectos, como los carriles auxiliares o las calles multimodales, incluyan el paisaje? He visto que a veces la financiación ha hecho que el paisaje no se tenga en cuenta cuando se elabora un proyecto y quiero saber si eso se resolverá en este plan.	Creo que es incluirlo en el ámbito de aplicación para asegurarnos de que se acuerda de forma centralizada antes de pasar a la ejecución del proyecto, que se incluye en el lenguaje para ver que realmente se lleva a cabo, eso es una orientación también para nosotros para asegurarnos de que lo incluimos de forma específica. Forma parte del alcance del desarrollo del proyecto y, como tenemos las banderas CIC y las banderas de equidad incluidas en ellas, se puede destacar e incorporar para garantizar que se incluya en el precio y el coste del proyecto, de modo que sea un componente de la implementación que será necesario/garantizado. Como en el caso del proyecto de ecologización urbana, estamos estudiando proyectos de programas comunitarios para incluir en la financiación inicial del proyecto la necesidad de incluir el paisajismo en la financiación, de modo que el programa de ecologización urbana pueda complementar la financiación de los proyectos.
Reunión de CLC #25	Tiesha Davis		02/15/24	For economic impact, are they going to host a job fair/open house and what does that entail when you say economic impact?	Varias de las cosas que ha mencionado están incluidas en ese plan y se tiene en cuenta el desarrollo de la mano de obra o la contratación local. Lo tenemos todo en cuenta.
Reunión de CLC #25	Tiesha Davis		02/15/24	Asegurarse de que el nivel de cualificación de la comunidad se ajusta a la zona a la hora de implantar nuevos puestos de trabajo.	
Reunión de CLC #25	Maria Reyes		02/15/24	¿Cómo es que vamos a tratar el tema del empleo e incluirlo en el plan de inversiones porque la gente no sabe qué cualificaciones serán necesarias para tener la posibilidad de acceder a los puestos de trabajo enumerados en el plan de inversiones?	Si el plan no dice nada, se incluye pero no se menciona directamente, pero en Metro tenemos programas dirigidos directamente a los miembros monolingües de habla hispana de la comunidad. Metro tiene un programa que incentiva a los hispanohablantes monolingües para permitir que los operadores tengan un trabajo aunque no hablen inglés.
Reunión de CLC #25	Marlene Sanchez		02/15/24	Me preguntaba qué se espera de este pesado documento y del libro porque no veo cómo alguien puede comprender todo este material.	Disponemos de un mes para revisar el documento y los capítulos fundamentales sirven para preparar el terreno para todo el contenido/proceso y para debatir las condiciones existentes. Los cuatro últimos capítulos sirven para preparar el terreno para los proyectos y programas que se llevarán a cabo. Queremos que todas las preguntas y comentarios de la comunidad se expongan y se tengan en cuenta antes de que el consejo lo vea.
Reunión de CLC #25	Marcos Lopez		02/15/24	En las condiciones existentes, hay un mapa en 3-42 con respecto al número de autobuses de tránsito. Sólo había datos de metro, pero no creo que muestra toda la información de autobuses específicamente para los viajes en autobús de larga playa.	Lo actualizaremos
Reunión de CLC #25	Marcos Lopez		02/15/24	Si un proyecto tiene un plan, ¿se adjuntará al proyecto en el cuadro de tablero?	La información sobre los proyectos se añadirá continuamente y se irá ampliando. Lo estudiaremos con el equipo del cuadro de mandos para asegurarnos de que lo tenemos en cuenta.
Reunión de CLC #25	Kevin Shin		02/15/24	Una de las cosas que me llamó la atención fue la distribución de los fondos y cómo se distribuyen entre las diferentes categorías de proyectos. Actualmente, un tercio de la financiación se destina a proyectos de autopistas que incluyen intercambiadores y puentes. En términos de ayudar a la gente a entender los beneficios de los proyectos, ¿hay una mejor manera de mostrar la información de los beneficios reales para la comunidad, además de categorizar la información en la forma en que lo hemos hecho?	Al caracterizar los proyectos durante la fase del MSPP, creamos las 5 categorías modales y los programas comunitarios y, una vez desarrollados, asignamos el proyecto a la categoría modal principal en la que encaja. Sin embargo, siempre que vayamos a medir los beneficios y las repercusiones tenemos que caracterizar todos los modos a los que afecta si se llevara a cabo para asegurarnos de que no repercute negativamente en la infraestructura circundante. De este modo, podemos incorporar mejoras de seguridad para ciclistas y peatones, así como mejoras del tráfico que aumenten la seguridad general de todas las personas y todos los modos de transporte.
Reunión de CLC #25	Kevin Shin		02/15/24	Creo que los detalles se pierden cuando los explica la comunidad. Deberíamos dedicar más tiempo a explicar cuánto dinero se destina a cada uno de los aspectos del proyecto, para que la división de los beneficios resulte más útil.	Aprecio ese punto y trabajaremos en ello en nuestros mensajes sobre los diferentes beneficios de los proyectos.
Reunión de CLC #25	Jose Rodolfo Vallejo		02/15/24	El CLC está pensando en tener reuniones híbridas o posibles reuniones presenciales porque en dos de las reuniones a las que asistí me pareció muy útil el aprendizaje presencial para mí. Debo decir que cuando recibí el libro del CMIP creo que deberíamos reclasificar y mostrar que si se hace referencia a cada uno en un índice será más fácil de identificar.	Tenemos para la próxima reunión CLC que son virtuales por lo que no había reuniones en persona que figuran en el momento, pero hay una reunión de la comunidad más en Compton por venir, pero estamos felices de tener también un uno-a-uno.
Reunión de CLC #25	Irma Lopez		02/15/24	Creo que no deberíamos permitir el hidrógeno en ninguno de nuestros vehículos y centrar nuestros esfuerzos en implantar vehículos de emisiones cero.	El debate al respecto figura en los capítulos iniciales del plan y en los proyectos que se enumeran, de modo que lo tenemos recogido.
Reunión de CLC #25	Irma Lopez		02/15/24	También has mencionado que el proyecto del río LA, ¿será remodelado y me dijeron en el Corridor Tours que el puente de Florencia tendrá el gobierno local para hacerse cargo de él. Será el gobierno local de esa ciudad el que lo arregle o se arreglará en este plan.	El río LA es una parte de la lista de proyectos en el plan y los programas de la comunidad que usted ha mencionado que había una necesidad de más fondos añadidos a eso y discutimos que \$ 40 millones fueron asignados para esos programas para ser empujado a la siguiente etapa.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión de CLC #25	Irma Lopez		02/15/24	Creo que 40 millones no es suficiente y tenemos que mirar hacia fuera para nuestras comunidades para asegurarse de que las clínicas de alta calidad para todo el mundo se añada, infraestructura de calidad en las calles, calles más limpias y necesitamos que la gente en el área SELA puede ver que hay una gran necesidad de cambio esto es desalentador ver todos los problemas de seguridad.	Tienes razón en que hay muchas necesidades, y este proceso ha ayudado a Metro a comprender las verdaderas necesidades de estas diferentes partes del corredor y a conectar a la gente con las comunidades más allá del transporte. Por ley, la fuente de financiación tiene que ser el transporte, y se han establecido parámetros al respecto. Nuestro pensamiento ha sido identificar los problemas y cómo podemos crear la financiación potencial que metro no controla como agencia de transporte. Sólo nos ocupamos del transporte y tenemos que trabajar con otras agencias y condados para asegurarnos de que estos problemas los resuelven todas las personas, las personas adecuadas que pueden ayudar aprovechando nuestra financiación y nuestras relaciones para desarrollar resultados tangibles para que la gente consiga estas oportunidades de financiación mediante subvenciones, para conseguir una inversión perpetua y continua, para tener a las personas adecuadas en las agencias adecuadas y asegurarnos de que todas las personas con la experiencia adecuada están implicadas.
Reunión de CLC #25.5					
Reunión de CLC #25.5	Jamila Cervantes	CLC	02/22/24	me preocupa un poco el hecho de que se deje de hablar de "autopista" porque tampoco quiero que el lenguaje induzca a error si el proyecto se centra en mejoras relacionadas con la autopista. no tengo ninguna solución LOL ¡pero me preocupa!	
Reunión de CLC #25.5	Esmerelsa Hernandez	CLC	02/22/24	Estoy pensando en cómo la ciudad de Bell (una de mis ciudades vecinas) malversó una gran cantidad de fondos públicos hace unos años y me encantaría ver el mecanismo de rendición de cuentas también, ¿tenemos un plan para la forma en que las actualizaciones se difundirán? como estamos pensando correo electrónico, reuniones, etc?	Les mantendremos informados mientras estudiamos los detalles y el calendario de estas reuniones y la transmisión de la información
Reunión de CLC #25.5	Marcos Lopez	CLC	02/22/24	Quiero comentar sobre el tema 2, disculpas mi wifi no era estable. He notado que SG está empezando a "embellecer" las calles, sin embargo hay una gran preocupación sobre la cantidad de árboles que están siendo derribados. Ya carecemos de espacios verdes. Mi pregunta es, ¿cómo podríamos conseguir más fondos para los árboles en nuestra zona. Especialmente en Imperial, Atlantic y otras calles, hay muchas calles en las que se está trabajando pero están talando nuestros árboles. Ya vivimos junto a la 710, el asma y otras enfermedades cardiovasculares son algunos de los síntomas expuestos para nuestra comunidad pero ¿cómo pueden asegurarnos que habrá espacios verdes?	Algunos proyectos ya incluyen elementos ecológicos en su ámbito de aplicación y los abordarán a medida que se desarrollen. Tenemos un programa comunitario llamado "community greening" en el que Metro quiere colaborar para garantizar que el programa se desarrolle con los miembros del CLC y de la TF, y una de las formas en que esto podría funcionar es cuando un proyecto no incluya elementos ecológicos y ellos proporcionen asistencia técnica/financiación para trabajar en ese proyecto.
Reunión de CLC #25.5	Luis Mesa	CLC	02/22/24	¿Cómo puede este plan ayudar a financiar ese proyecto que lleva años flotando en el aire? (El proyecto de la terminal 103 de la autopista)	
Reunión de CLC #25.5	Tiesha Davis	CLC	02/22/24	¿Incluyen los proyectos de autopistas la limpieza de grafitis en las señales de las autopistas?	Existe una categoría de paisaje de autopista que puede incluir que
Reunión de CLC #25.5	Phyllis Ollison	CLC	02/22/24	Dentro de los proyectos de calles -- separadores -- tenemos muchos accidentes -- ¿hay algo que se esté considerando para prevenir o dificultar los giros en las intersecciones?	"En algunos casos, los proyectos de calles completas podrían ayudar a prohibir ese tipo de actividad. No conozco ninguna infraestructura física que pueda impedirlo en grandes intersecciones. Más a discreción de la aplicación".
Reunión de CLC #25.5	Phyllis Ollison	CLC	02/22/24	En Compton, instalaron algunos dispositivos para ralentizarlo, ya que las fuerzas del orden no están haciendo nada impactante. No todas son intersecciones importantes.	
Reunión de CLC #25.5	Kevin Shin	CLC	02/22/24	¿Significa esto que, con esas directrices de aplicación, las ciudades o jurisdicciones no recibirán fondos hasta que los proyectos estén terminados, o habrá un mecanismo para controlar cómo los utiliza una ciudad? Cuando es así, a menudo acaban recortando gastos en proyectos de infraestructuras, por ejemplo.	Suelen tener acuerdos de financiación que fijan el alcance y los requisitos. Es un acuerdo vinculante con expectativas de resultados.
Reunión de CLC #25.5	Kevin Shin	CLC	02/22/24	Si se incumplen esos acuerdos de financiación, ¿cuál es el mecanismo? ¿Cómo se hace cumplir?	Hay un mecanismo que podemos utilizar para asignar la financiación por fases específicas. Durante esa fase es cuando se averigua si la ciudad es capaz de integrar el componente, entonces se añade un texto que dice que tienen que volver para demostrar o mostrar cómo se incorporaron esos elementos y proporcionar una justificación si no lo hicieron.
Reunión de CLC #25.5	Marcos Lopez	CLC	02/22/24	Si se añaden medidas como éstas, es bueno saber que los detalles no se perderán.	
Reunión de CLC #25.5	Marlene Sanchez	CLC	02/22/24	Da miedo entrar en el nuevo puente 710. San Pedro es muy activo. La gente pasa por la autopista más pequeña. West LB estar tan aislado, no hay muchos lugares que podemos ir. El parque está demasiado cerca de las refinerías. Las actividades recreativas en esas zonas no son buena idea.	La eliminaría como autopista pero seguiría siendo una forma de moverse.
Reunión de CLC #25.5	Maria Reyes	CLC	02/22/24	¿Cómo garantiza el plan que todos los proyectos, como los carriles auxiliares o las calles multimodales, incluyan el paisaje? He visto que a veces la financiación ha hecho que el paisaje no se tenga en cuenta cuando se elabora un proyecto y quiero saber si eso se resolverá en este plan.	La autopista 103 es la autopista de la isla terminal... ¿pero qué puente es?
Reunión de CLC #25.5	Maria Reyes	CLC	02/22/24	Quiero apoyar la idea de Marlene de tener un lugar para reunirse y hablar sobre el CMIP. Es más interesante en persona. Es importante reunirse para revisarlo y asimilar lo que dicen los demás.	
Reunión de CLC #25.5	Tiesha Davis	CLC	02/22/24	A medida que se diseñan más proyectos, empiezan a verse lagunas. Buena pregunta de Kevin sobre la asignación financiera. En cuanto a los puestos de trabajo locales, ¿se facilitan a través de qué mecanismo? ¿La financiación es previa o posterior a la finalización?	"Sería una política establecida por LA Metro o las jurisdicciones locales. Quién contratará y cuántos puestos de trabajo se determinarán en función de los proyectos que se vayan presentando. Normalmente la financiación se da primero".
Reunión de CLC #25.5	Marcos Lopez	CLC	02/22/24	LB Los proyectos de calles completas... suponen que habrá un carril bici protegido. ¿Es correcto?	La planificación se está adaptando en cada jurisdicción al estado de la carretera dentro de sus límites. Se intenta mantener un carril bici separado a lo largo de todo el tramo, pero en algunas zonas no es posible hacerlo sin tomar el derecho de paso. Habría que pasar a la clase 3.

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Reunión de CLC #25.5	Clara Solis, Member of Publ	CLC	02/22/24	Comentario sobre el mapa -- es realmente difícil ver los proyectos. Para ELA, sólo hay un punto dentro del proyecto, luego otro fuera al norte de la autopista Pomona que no funciona, entonces la gente necesita saber para hacerlos más grandes. Pero entonces no incluye todos los proyectos. El panel de control es confuso y difícil de navegar. Se mencionan los apéndices, pero no se ha podido acceder a ellos en Dropbox. ¿Ha continuado el plazo para los comentarios?	
Reunión #29 del Comité Consultivo					
Reunión #29 del Comité Consultivo	Chris Chavez	Coalition for Clean Air	02/26/24	Todavía estamos revisando el Plan para entenderlo todo mejor. Hay muchas cosas en este plan que suponen una mejora respecto al 5C. Hay algunas cosas que notamos con algunos planes sobre las propuestas de intercambio que se agrupan. La pregunta que siempre nos hemos hecho es sobre el aumento de las VMT. Es muy importante disponer de más información al respecto. Tiene que haber un compromiso de no aumentar significativamente los desplazamientos. Con estos proyectos agrupados, ¿cómo se gestionará la CEQA?	5C ha desaparecido por completo, así que no hay un punto de partida con eso. Estamos intentando alejarnos de lo que había allí. Queremos trabajar con la comunidad en cada uno de los lugares y preguntar cuáles son las necesidades en esa zona. ¿Cuáles son los problemas de seguridad, diseño, camiones, etc.? ¿Cómo crear ese tejido conectivo entre las carreteras del corredor y los puentes y salidas? Todo depende de cada caso y de cada comunidad. No pretendemos crear desplazamientos. No pretendemos crear algo que sólo funcione para coches y camiones, pero no para las comunidades. Se trata de crear un enfoque armonioso. Cada uno de esos intercambiadores locales necesita inversiones de algún tipo. Creo que podemos seguir trabajando en ese enfoque y seguir mejorando y haciendo las cosas más seguras.
Reunión #29 del Comité Consultivo	Chris Chavez	Coalition for Clean Air	02/26/24	Una cosa que también quiero señalar es el proyecto de Calles Completas. Ya hemos apoyado proyectos como este antes. Ciertamente hay un montón de buenas sugerencias e ideas en este plan. Quiero asegurarme de que seguimos con Calles Completas.	En general, tienes razón. La seguridad es lo primero. Hay que presentarla mejor y mostrar cómo es para que la gente se sienta cómoda con lo que hace. Criterios clave de evaluación. No se prohíben las mejoras en las autopistas y la seguridad para no generar un VMT adicional. Los proyectos se estudiarán de forma holística para que puedan compensar el aumento de VMT. Es necesario agruparlos para garantizar que la seguridad sea un criterio predominante e importante que se evalúe junto con otros cambios".
Reunión #29 del Comité Consultivo	Commissioner Sharon Weis	POLB	02/26/24	En relación con el comentario de Chris sobre los intercambiadores, queremos asegurarnos de que, si se produce un aumento del tráfico rodado porque se reducen los accidentes, no digamos que no queremos hacer la autopista más segura porque aumente el tráfico rodado. Si podemos salvar vidas y evitar accidentes, queremos hacerlo. ¿Quiere saber Metro cómo se evalúa esto?	Como Michael dijo - podemos volver a usted en el umbral de VMT, pero en este momento, nuestra comprensión es que Metro está a la espera de la orientación de Caltrans que está en desarrollo
Reunión #29 del Comité Consultivo	Chris Chavez	Coalition for Clean Air	02/26/24	¿Dispone LA Metro de un umbral o cantidad definida que se considere un aumento significativo de las VMT?	
Reunión #29 del Comité Consultivo	Alberto Campos	SELA Collaborative	02/26/24	Creo que es un gran plan, dadas las conversaciones que hemos mantenido a lo largo de este tiempo. En cuanto a la aplicación del Plan, en primer lugar, lo apoyo plenamente. El SELA colaborativo, porque somos un colectivo, para poder avanzar 1) necesitaríamos el permiso de nuestra Junta. Queremos asegurarnos de que hay una representación diferente en estos grupos. Pienso especialmente en la representación de las ciudades y otras organizaciones sin ánimo de lucro.	
Reunión #29 del Comité Consultivo	Alberto Campos	SELA Collaborative	02/26/24	Dada la amplitud de los proyectos en toda la región, creo que sería beneficioso dividirla en grupos más pequeños. Creo que así se aliviaría la presión de las organizaciones, que podrían sentir que necesitan ampliar su ancho de banda para satisfacer las necesidades derivadas del Plan de Inversiones. Las organizaciones sin ánimo de lucro podrían invitar a otras partes interesadas a compartir su experiencia en una región concreta.	
Reunión #29 del Comité Consultivo	Janeth Preciado Vargas	CBE	02/26/24	He estado compartiendo el Plan de Inversiones con algunos de nuestros miembros jóvenes y sus padres. Es difícil de desglosar y explicar de forma sencilla. Creo que podríamos trabajar para que los miembros de la comunidad entiendan mejor el Plan de Inversiones.	
Reunión #29 del Comité Consultivo	Marlin Dawoodjee Vargas	LBACA	02/26/24	Quiero mencionar lo que he observado: falta de claridad en lo que respecta a los programas comunitarios y a los requisitos que se pedirán a los modelos comunitarios para llevar a cabo estos proyectos. ¿Cuál sería el proceso de asignación de estos proyectos a las agencias/organizaciones? Me gustaría que Metro pusiera por escrito cómo lo hará y cómo los hará responsables de los principios rectores. Tenerlo por escrito le tranquilizaría.	
Reunión #29 del Comité Consultivo	*Need to refer to transcripts*		02/26/24	Apoyo completamente los comentarios del Comisario Weissman.	Asegurarnos de que participan las partes adecuadas. Relación y debate continuos. Puede que Metro no lo dirija, tal vez otro grupo, pero el valor que queremos obtener de los programas comunitarios queremos que siga generando con el tiempo.
Reunión #29 del Comité Consultivo	Fernando Gaytan	Earthjustice	02/26/24	Esto puede tratarse más adelante, pero ¿se espera que los grupos de trabajo se encarguen de la aplicación de los programas comunitarios seleccionados?	
Reunión #29 del Comité Consultivo	Commissioner Sharon Weis	POLB	02/26/24	Quiero decir un par de cosas sobre el hidrógeno. Creo que tenemos que ver cuál es la tecnología del futuro, no sólo el estado en que se encuentra ahora. Soy consciente de que la mayor parte del hidrógeno se fabrica con combustibles fósiles, pero ese no es nuestro plan para el futuro. Si miramos al futuro, creo que el hidrógeno verde va a ser el futuro. Tenemos combustibles de transición. Las otras cosas que vi en la carta del CEHAJ tenían que ver con el agua. Un artículo de Chemical Engineer habla del desarrollo de hidrógeno verde a partir de agua de mar. Te animo a que le eches un vistazo. No creo que el futuro sea utilizar el limitado suministro de agua de California para fabricar hidrógeno. Debemos tener en cuenta la seguridad en cualquier tecnología. Ha habido varias explosiones con baterías de litio. Quiero que nos centremos en la realidad del futuro y no en lo que nos limita la tecnología actual.	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión #29 del Comité Consultivo	Fernando Gaytan	Earthjustice	02/26/24	El objetivo de la carta es que no podemos apresurarnos a invertir en tecnología que aún está en fase de desarrollo, cuando ya disponemos de tecnología de baterías eléctricas. Hay que coordinarse con las comunidades en función de sus necesidades. POLB/POLA invirtiendo en carreteras para aumentar [rellenar el hueco aquí]. Estos son preciosos dólares públicos que tenemos. El pastel esta ahí, esperando crecerlo pero es limitado. La comunidad dijo alto y claro que quieren estas inversiones para remediar los daños del pasado en sus comunidades. Pongámoslas en práctica con este plan. Habrá más oportunidades y financiación para el hidrógeno del futuro. Esto se ajusta a los principios de equidad. Queremos un lenguaje más preciso sobre las emisiones cero. Centrarse en un plan que sirva realmente a la comunidad.	
Reunión #29 del Comité Consultivo	Jennifer Ganata	CBE	02/26/24	CBE es miembro de CEHAJ. CBE ha estado trabajando con socios nacionales sobre el hidrógeno. Quería destacar los principios de equidad y las preocupaciones en torno al hidrógeno. Gracias.	
Reunión #29 del Comité Consultivo	Jennifer Ganata	CBE	02/26/24	https://www.cbecal.org/issues/equity-and-hydrogen/	
Reunión #29 del Comité Consultivo	Chris Chavez	Coalition for Clean Air	02/26/24	Todavía estamos revisando el Plan para entenderlo todo mejor. Hay muchas cosas en este plan que suponen una mejora respecto al 5C. Hay algunas cosas que notamos con algunos planes sobre las propuestas de intercambio que se agrupan. La pregunta que siempre nos hemos hecho es sobre el aumento de las VMT. Es muy importante disponer de más información al respecto. Tiene que haber un compromiso de no aumentar significativamente los desplazamientos. Con estos proyectos agrupados, ¿cómo se gestionará la CEQA?	
Reunión #29 del Comité Consultivo	Chris Chavez	Coalition for Clean Air	02/26/24	Yo sugeriría, especialmente para las organizaciones sin ánimo de lucro más pequeñas, una compensación por la participación continuada. Este proceso ha requerido mucho esfuerzo y tiempo, por lo que me gustaría que Metro lo tuviera en cuenta.	
Reunión #29 del Comité Consultivo	Roderick Diaz	MetroLink	02/26/24	Los grupos de trabajo son una buena idea para mantener el compromiso y la comunicación.	
Reunión #29 del Comité Consultivo	Marisol Barajas	Long Beach Transit	02/26/24	Estoy deseando saber más sobre los grupos de trabajo. Pero me hago eco de la opinión de que podría ser abrumador invitar a otros socios a unirse, dada la historia de este y otros proyectos. Será interesante ver cómo se desarrolla.	
Reunión #29 del Comité Consultivo	Jennifer Ganata	CBE	02/26/24	La membresía es tanto para adultos como para jóvenes, pensando en cómo llevarlos a esos espacios, pensando en la capacidad de compartir información antes de esas reuniones para que las personas puedan prepararse y sentirse cómodas asistiendo a esas reuniones. Tal vez materiales de educación popular que las personas puedan utilizar. Tiene que haber una participación significativa de la comunidad. Es importante asegurarse de que esta información llega a las personas más afectadas.	
Reunión #29 del Comité Consultivo	Chris Wilson	BizFed	02/26/24	En nuestro caso, nos centramos en volver a consultar a nuestros afiliados y recabar su opinión antes del 1 de abril.	
Reunión #30 del Comité Consultivo					
Reunión #30 del Comité Consultivo	Fernando Gaytan	Earthjustice	03/18/24	En primer lugar, quiero agradecer al personal sus esfuerzos por hacerlos accesibles. Me alegra saber que se han realizado estos eventos comunitarios. También quiero dar las gracias a Metro por escuchar las preocupaciones de la comunidad en relación con los comentarios sobre el Plan de Inversión. Estamos en la recta final. Creo que es el último empujón para analizar los proyectos que se proponen. Queremos dar las gracias al Supervisor Hahn por apoyarnos en esta extensión. Espero que esta retroalimentación adicional se reflejará en el análisis final. También quiero apoyar a los Supervisores Hahn y Solís por apoyar los programas comunitarios. En general, creo que tener estos programas de cara a la comunidad será esencial. Lo que verán de nuestra parte, y esperamos proporcionarles algunos comentarios comprensivos muy pronto, es un llamado a asegurar que esos programas comunitarios no se queden en el camino. Necesitamos un equilibrio en cuanto a las cantidades que se invierten. Verán algunos comentarios en el sentido de asegurar que esas cantidades estén equilibradas.	
Reunión #30 del Comité Consultivo	Mario Dominguez Jr.	N/A	03/18/24	Tengo un problema con lo que estoy escuchando. No estoy contento con los supervisores del condado de Los Angeles que creo que son racistas. Si vienes a mi ciudad aquí en South Gate y hay una calle, Garfield Ave, entre Imperial Highway y Firestone Blvd. Camina por ese estrecho y verás lo industrial que es mi ciudad. Ustedes necesitan acelerar esta maldita cosa, y lanzarla a la luna. Tienen que hacerlo a la velocidad de un rayo. Voy a necesitar a alguien que vaya a luchar por mi ciudad y por las ciudades de alrededor de South Gate para realizar un proyecto. Estamos hablando de décadas de negligencia, décadas de abandono, de ser olvidados y dejados de lado. ¿Dónde está la visión, dónde está el compromiso? ¿Dónde está la inversión? Eso es lo que quiero ver. He oído hablar mucho, ahora quiero ver la implementación. Ustedes tienen que ponerse a trabajar ya.	
Reunión #30 del Comité Consultivo	Connell Dunning	EPA Region 9	03/18/24	Quiero entender la diferencia entre calidad del aire, salud comunitaria y medio ambiente. ¿Es la fuente de financiación la que causa la diferencia? ¿Cuál es la causa de la diferencia entre calidad del aire y gases de efecto invernadero?	Yo diría que no hay que tomar estas agrupaciones como un evangelio. La razón por la que están divididos es que la sección de calidad del aire/salud comunitaria se ocupa de las repercusiones directas sobre la salud. La sección de medio ambiente se dedica más a los impactos ambientales. No obstante, si esto resulta confuso, estamos abiertos a cualquier comentario.
Reunión #30 del Comité Consultivo	Comm. Sharon Weissman	Port of Long Beach	03/18/24	¿Se han introducido cambios en el proyecto de Plan de Inversión a raíz de las reacciones recibidas desde su publicación en enero?	Estamos esperando para hacer cambios hasta que pasemos todo el periodo de comentarios públicos. Lo que se ha publicado sigue siendo lo mismo. Consolidaremos todos los comentarios una vez que finalice el periodo de comentarios públicos y entonces ofreceremos un "Qué ha cambiado" para ver las cosas en abril.
Reunión #30 del Comité Consultivo	Comm. Sharon Weissman	Port of Long Beach	03/18/24	¿Vamos a votar en abril algo distinto de lo que votamos hoy?	En abril habrá nuevas recomendaciones. Queremos asegurarnos de que hay algunos mecanismos y estrategias de aplicación que necesitamos para avanzar. No les pedimos que aprueben hoy el Plan tal cual. Queremos ver si hay cosas que puedan impedir la aprobación o el consenso que podamos discutir hoy.
Reunión #30 del Comité Consultivo	Comm. Sharon Weissman	Port of Long Beach	03/18/24	¿Los obtendremos con anticipación para que tengamos tiempo de estudiar los cambios propuestos?	Nos reunimos el 8 de abril y los comentarios públicos terminan el 1 de abril. Yo diría que debería tener los cambios para su revisión con al menos 4-5 días de anticipación. Pero déjame pensar un poco más sobre esto.
Reunión #30 del Comité Consultivo	Comm. Sharon Weissman	Port of Long Beach	03/18/24	Cuando recibamos el nuevo documento, ¿habrá una hoja en la que se destaquen los cambios principales?	Sí, lo tomaremos como una indicación de que tenemos que hacerlo lo más fácil de usar posible.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión #30 del Comité Consultivo	Fernando Gaytan	Earthjustice	03/18/24	Estoy totalmente de acuerdo con el Com. Weissman. Tener una indicación clara de lo que ha cambiado será realmente útil. Especialmente si estamos en el alambre y tratando de revisar algo en 5 días. Una cosa que he oído de mis colegas de CEHAJ en repetidas ocasiones es que tenemos las 4 categorías y sus programas comunitarios, lo mismo se aplica a los otros 2 también, los programas modales, tenemos un montón de categorías que tocan diferentes cosas. Una de las cosas que faltan es la globalidad sobre la salud pública y los impactos que se van a hacer, en la medida en que las reuniones del Grupo de Trabajo pueden tener eso incrustado en lo que se les va a pedir para analizar y llegar a las propuestas iniciales. Necesitamos que la salud pública flote hasta lo más alto. Sería estupendo que eso se reflejara aquí oficialmente en la forma en que estas reuniones del Grupo de Trabajo van a abordar realmente la cuestión de los impactos públicos que existen actualmente, el potencial para mejorar esos resultados de salud pública a través de inversiones, y los peligros de perpetuar los daños actuales a través de inversiones que no se han investigado a fondo. Sería estupendo verlo en cada una de estas categorías, pero quizá también en su propia categoría. Un grupo centrado en la investigación de estos temas. El CEHAJ lo ha repetido en varias ocasiones, y sé que hemos tenido muchas idas y venidas sobre los criterios de evaluación, sobre cómo se utilizarían, pero en estos grupos de trabajo parece que hay una oportunidad de dar más cuerpo a algunas de estas inversiones. Sería estupendo que la cuestión de la salud pública saliera a flote.	Es un buen debate. Tendremos que abordarlo internamente, pero permítanme pedir a nuestro equipo que piense en ello. Creo que es algo que merece mucho la pena considerar cómo incorporar.
Reunión #30 del Comité Consultivo	Kerry Cartwright	Port of Los Angeles	03/18/24	Dados los plazos, urjo a Metro a que considere cambiar la fecha de la reunión del 8 de abril para dar más tiempo a los miembros del Comité Consultivo para revisar. Creo que el 8 de abril es demasiado pronto.	Te lo agradezco Kerry, lo llevaremos de vuelta a nuestra dirección. Todo está relacionado con nuestro ciclo de abril de la Junta.
Reunión #30 del Comité Consultivo	Chris Chavez	Coalition for Clean Air	03/18/24	Quisiera hacer hincapié en el comentario de Fernando sobre la orientación del compromiso de algunos grupos de trabajo hacia la salud pública. Sabemos que hay problemas de calidad del aire que se conectan con disparidades históricas y problemas que se remontan a varias décadas. Creo que también es importante centrarse en la salud pública como parte de la aplicación de este plan. Tenemos que asegurarnos de que los proyectos se ajustan a las necesidades sanitarias de una comunidad local.	
Reunión #30 del Comité Consultivo	Comm. Sharon Weissman	Port of Long Beach	03/18/24	Si los análisis ulteriores demuestran que más de 3 son beneficiosas y no infringen nada de lo que hemos hablado en términos de ampliación o impactos graves en la calidad del aire. ¿Por qué no podemos hacer más de 3?	Podrían ser más de 3, depende en parte de la financiación que recibamos. 3 es una forma de reserva. Intentamos dar prioridad a ese proyecto. Al igual que con cualquiera de nuestras inversiones, estamos tratando de fomentar más de lo que tenemos en la mano hoy. En definitiva, queremos estar seguros de que estamos dando a nuestra Junta las prioridades en orden.
Reunión #30 del Comité Consultivo	Comm. Sharon Weissman	Port of Long Beach	03/18/24	Está claro que tenemos que priorizar. Lo que quiero asegurar con la priorización es que no vamos a eliminar proyectos que no son tan beneficiosos. Simplemente los desplazamos por el camino.	Correcto.
Reunión #30 del Comité Consultivo	Joe Lyou	Coalition for Clean Air	03/18/24	Realmente aprecio la sensibilidad hacia la cuestión de los carriles auxiliares. Hay preocupación por el VMT en esos carriles auxiliares. Cuando se trata de VMT tienes que lidiar con los problemas de conformidad de transporte de la Ley de Aire Limpio. Me gusta la respuesta que ha dado Michael sobre las consideraciones en las que se basa su estrategia. Algunas de las opciones de intercambio creo que podrían ser más complicadas. Los carriles auxiliares son bastante sencillos. Sabemos dónde van a ir. Además de considerar las alternativas, hay que tener en cuenta si se puede así en virtud de la Ley de Aire Limpio. Estoy de acuerdo con el Comisario Weissman en que si podemos hacer verdaderas mejoras de seguridad en más de 3 intercambiadores, entonces deberíamos seguir adelante y considerar más de 3 proyectos. Una de nuestras preocupaciones ha sido que realmente no tenemos ni idea de cómo son esos proyectos de intercambiadores. Obviamente, la seguridad es una gran prioridad. Con todos los compromisos que se están haciendo para el transporte activo, Calles Completas, y ese tipo de mejoras, no se puede dejar que todo se desmorone porque no se puede llegar de un lado de la autopista a la otra con seguridad. Creo que tenemos que considerar si podemos hacer ese tipo de proyectos auxiliares bajo la Ley de Aire Limpio.	Pediré a mi equipo que deje claro que el análisis del cumplimiento de la Ley de Aire Limpio será una de las preguntas clave a las que trataremos de dar respuesta. Tenemos que pasar por ese filtro.
Reunión #30 del Comité Consultivo	Chris Chavez	Coalition for Clean Air	03/18/24	¿Ha estudiado Metro más a fondo lo que se consideraría un aumento significativo de los Millas Viajadas en Vehículo? Caltrans dijo que cualquier proyecto en una MPO que cree un aumento de VMT se considera significativo. Me gustaría que me aclararan lo que consideran un límite.	Tenemos personal de Metro trabajando activamente en este asunto. Creo que de ese trabajo saldrá una política de Metro. Para mí sería muy útil que nuestro proyecto no creara una norma incoherente. Nuestro objetivo con el análisis de alternativas es proporcionar tanta información como sea posible. VMT será absolutamente una consideración.
Reunión #30 del Comité Consultivo	Jennifer Ganata	Communities for a Better Environment	03/18/24	¿Puedo volver a ver la sección sobre el cambio de fondos?	Mientras miran la diapositiva, señalaré que estamos desconectando los programas modales de la asistencia técnica para permitir flexibilidad.
Reunión #30 del Comité Consultivo	Jennifer Ganata	Communities for a Better Environment	03/18/24	Entonces, ¿la financiación técnica provendría de algo diferente?	Seguiría financiándose con cargo a los programas modales, pero como porcentaje de lo que quede. Vamos a asegurarnos de que la financiación de la asistencia técnica se mantenga al mínimo.
Reunión #30 del Comité Consultivo	Marisol Barajas	Long Beach Transit	03/18/24	La rampa de Wardlow era una de las principales preocupaciones de los miembros de la comunidad en materia de seguridad. ¿Por qué se incluyeron algunas salidas en la lista y otras no? ¿Se basa en las inversiones en calles completas de otras jurisdicciones?	Parte de la historia es que intentamos aprovechar y desarrollar sinergias con distintos modos. También era una cuestión de tratar de llegar al resultado de desplazamiento cero. En este nivel de diseño, no pudimos ver cómo podríamos llegar a un mejor intercambio sin crear desplazamientos que no queremos. Vamos a afinar esta recomendación. Agradeceremos cualquier comentario sobre los corredores que vayan a tener un gran impacto en el tránsito. Si hay más información de apoyo que le gustaría enviarnos, por favor hágalo.
Reunión #30 del Comité Consultivo	Marisol Barajas	Long Beach Transit	03/18/24	Willow registra el mayor número de accidentes del corredor.	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión #30 del Comité Consultivo	Mario Dominguez Jr.	N/A	03/18/24	Sr. Cano está ganando muchos puntos conmigo. Mire la sección 50. Todas estas son calles principales que atraviesan South Gate. ¿Así que me está diciendo que no tendremos estas calles terminadas hasta 2030? ¿Es eso definitivo?	Cada una de esas arterias atraviesa varias ciudades. Creo que vamos a querer escalonarlo por tramos, de modo que los tramos más "fáciles" de ejecutar y las ciudades preparadas para iniciar la construcción serían la fase inicial. Luego escalonaríamos el resto a lo largo de varios años. Trabajar con las ciudades va a ser un elemento clave de nuestro trabajo de planificación. Vamos a tener que conseguir subvenciones en ciclos consecutivos para llevarlas a cabo.
Reunión #30 del Comité Consultivo	Chris Chavez	Coalition for Clean Air	03/18/24	Agradezco a LA Metro que haya preparado esta diapositiva (sobre la carta del CCA). Hasta ahora el borrador del Plan de Inversión es ciertamente una mejora sobre el 5C. Definitivamente quiero reconocer que hay una mejora en ello. Creo que has explicado adecuadamente algunos de los puntos principales de nuestra carta.	
Reunión #30 del Comité Consultivo	Joe Lyou	Coalition for Clean Air	03/18/24	Le agradezco que se haya tomado el tiempo de revisar y considerar nuestra carta.	
Reunión #30 del Comité Consultivo	Fernando Gaytan	Earthjustice	03/18/24	Obviamente, el objetivo de nuestros comentarios por escrito es señalar las preocupaciones que tenemos. Espero que una vez que reciban nuestra carta haya alguna oportunidad de entablar un diálogo más profundo. Parte de lo que hemos estado pidiendo incluye programas de beneficios comunitarios, la asignación de un tránsito mejorado, la mejora de la experiencia de los usuarios, proyectos de transporte activo y la infraestructura ZET. En cada uno de esos proyectos creo que hay aspectos que es importante abordar. Urgimos a Metro a que amplíe las paradas de autobús a lo largo de las rutas clave. Nos preocupa que los carriles de autobús prioritarios desvíen el tráfico hacia los vecindarios cercanos. En cuanto al transporte activo, recomendamos el uso exclusivo de carriles bici de clase 4. Nos preocupa que esto pueda dar lugar a una mayor congestión. Nos preocupa que esto pueda dar lugar a una agilización de los procesos medioambientales. Les enviaremos una carta más detallada. Preocupaciones de alto nivel incluyen que en la última fase de este proceso TF, nos digan un cambio rápido en la forma en que los proyectos se priorizaron. Esto nos llevó a pensar que la puntuación se estaba sesgando en el último momento. El plan no tiene un compromiso inequívoco de no desplazamiento. Nos gustaría que se confirmara en el propio plan.	
Reunión #30 del Comité Consultivo	Jennifer Ganata	Communities for a Better Environment	03/18/24	También quería reforzar la protección de los residentes y la privacidad. Apoyamos muchos de los programas centrados en la comunidad de este CMIP, pero advertimos contra los programas que se presentan como de apoyo a la comunidad, pero que en realidad son mayores esfuerzos de vigilancia. Queremos hablar de centrar la salud. Creo que son preocupaciones que hemos tenido a lo largo de todo el proceso.	Esperamos con gran interés la carta. Me gustaría preguntarle en qué aspectos cree que podemos trabajar en el desarrollo del programa comunitario. ¿Cuáles son los principales obstáculos para que usted pueda apoyar el Plan?
Reunión #30 del Comité Consultivo	Jocelyn Del Real	East Yard Communities for Environmental Justice	03/18/24	Nos alegra saber que compartimos muchas de estas preocupaciones. También formamos parte de esta carta. Creemos que hay que trabajar mucho más para que sea equitativa. También queremos llamar a la atención las diferencias de financiación que vemos entre los proyectos, especialmente los que están respaldados por la industria, y los que benefician directamente a las comunidades.	
Reunión #30 del Comité Consultivo	Sylvia Betancourt	Long Beach Alliance for Children with Asthma	03/18/24	También quiero insistir en el punto que siempre comento sobre la salud. Nuestras preocupaciones y este proyecto giran en torno a las inversiones reales en salud. No está claro, y en los dos últimos años lo he mencionado constantemente. Es preocupante que estemos en la última fase y no esté claramente definido. Aprecio que la Supervisora Hahn proponga una moción para supervisar la financiación y los programas comunitarios. Al mismo tiempo, me parece que no es parte de este Plan de Inversión y parece como una segunda fase. Como mis colegas en CEHAJ mencionaron, hemos revisado el CMIP y vamos a responder más a fondo en una carta.	
Reunión #30 del Comité Consultivo	Michael Leue	Alameda Corridor (ACTA)	03/18/24	Sólo necesito un poco más de tiempo para desarrollar una posición.	
Reunión #30 del Comité Consultivo	Hank Hsing	LA County Dept. of Public Works	03/18/24	Necesitamos más tiempo para debatir internamente.	
Reunión #30 del Comité Consultivo	Albertos Campos	Southeast Los Angeles Collaborative	03/18/24	Necesitamos más tiempo para debatir internamente. Tenemos curiosidad por ver cómo va la moción con la Junta de Supervisores.	
Reunión #30 del Comité Consultivo	Mario Dominguez Jr.	N/A	03/18/24	Es un buen plan. Mi ciudad lo necesita. Hay muchas cosas buenas en este plan. Para la gente que tiene preocupaciones, estoy seguro de que pueden ser abordados. Sr. Cano, ¿se puede modificar el plan a medida que avanzan con él? Esto es algo que mi ciudad necesita desesperadamente. Les animo a trabajar con el Sr. Cano y su equipo.	El plan es un documento vivo. Tenemos fondos reservados para necesidades futuras. Yo diría que los programas comunitarios son también una oportunidad de codiseñar con las ciudades del corredor. Volveremos al Consejo con actualizaciones cada cuatro años más o menos.
Reunión #30 del Comité Consultivo	Mario Dominguez Jr.	N/A	03/18/24	Deseo desesperadamente esto para South Gate y las ciudades de alrededor. Estoy seguro de que a ustedes les preocupa, pero es una oportunidad tremenda. Estamos hablando de proyectos que elevan la humanidad y el espíritu de las personas. Lo que quiero decir sobre la Junta de Supervisores del condado de Los Angeles es que ellos son los conductores. El resto de nosotros sólo los acompañamos. Les animo a todos a considerar su posición y la tremenda cantidad de bien que harían votando a favor de este plan. El condado de Los Angeles ha hecho la vista gorda a South Gate y las ciudades de alrededor.	
Reunión #30 del Comité Consultivo	Mario Dominguez Jr.	N/A	03/18/24	No confío en la Junta de Basuras del Condado de Los Angeles. Necesitan ponerse las pilas y hacer un trabajo mucho mejor cuidando de mi ciudad. Y las ciudades de alrededor de South Gate. La Junta de Basuras del Condado de Los Angeles son maestros chupa ratas. Lo que mejor saben hacer es robarle a las ciudades de programas, proyectos y servicios. Estos malditos hijos sin alma tienen que empezar a demostrar su valor. Tienen que empezar a demostrar lo que valen.	Gracias por tu comentario, Mario. Apreciamos tus preocupaciones. (Laura Herrera)
Reunión #30 del Comité Consultivo	Mario Dominguez Jr.	N/A	03/18/24	De nada. Que Dios nos ayude.	Gracias también por asistir a las reuniones del proyecto. También sé que has mostrado tu apoyo al proyecto en las reuniones de la comunidad.
Reunión #30 del Comité Consultivo	Mario Dominguez Jr.	N/A	03/18/24	Es un placer. Lo hago porque me importa. Y quiero luchar por mi ciudad. Y quiero ver a esta gente hacer cosas por todos nosotros.	¡Gracias, Mario!
Reunión #30 del Comité Consultivo	Mario Dominguez Jr.	N/A	03/18/24	¿Qué les pasa a estas personas? ¿Por qué no pueden votar y decir que apoyan este plan? Mi ciudad necesita que esto se apruebe.	Hemos tomado nota de todos tus comentarios de esta noche, Mario. Gracias de nuevo. (Laura Herrera)
Reunión de EWG #16					

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión de EWG #16	Phyllis Ollison, CLC Compton		03/25/24	He visto en la presentación que aparece la palabra arsénico, y esto es preocupante. Los altos niveles de plomo y arsénico aparecen en la diapositiva de ejemplos de programas relacionados. ¿Con qué frecuencia se analizan los niveles de plomo en sangre? ¿Cuánto hace que se retiró la instalación de reciclaje de baterías?	Se trata de una importante cuestión de justicia medioambiental. Creo que Jennifer Ganata de CBE podría ofrecer información adicional. Jennifer proporcionó detalles adicionales sobre el programa en curso del condado de Los Angeles para hacer pruebas y sobre el cierre de la instalación de reciclaje de baterías.
Reunión de EWG #16	Jennifer Ganata, CBE		03/25/24	El condado de Los Angeles tiene un programa de pruebas. La EPA está estudiando medidas correctivas para los altos niveles de plomo. La instalación de baterías cerró en 2016. El Departamento de Control de Tóxicos acordó hacer una limpieza de la comunidad local. La limpieza de la comunidad local sigue en marcha. Exide cerró por completo y se declaró en quiebra. Los problemas posteriores al cierre siguen involucrando a muchas agencias. Condado, SCAQMD, todavía muchos problemas.	
Reunión de EWG #16	Phyllis Ollison, CLC Compton		03/25/24	¿Qué es el Cromo 6? ¿Qué ocurre con la exposición a las emisiones de Cromo Hexavalente en Paramount y West Rancho Dominguez mencionadas en esta diapositiva?	El cromo hexavalente puede producirse en determinadas instalaciones. El Distrito de Aire de la Costa Sur ha puesto en marcha programas para identificar las instalaciones que aplican controles y requisitos. Los programas reguladores han trabajado duro para abordar los problemas y el Distrito de Aire está continuamente observando estas instalaciones. El estudio Mates V menciona específicamente el cromo hexavalente. Debido a los elevados efectos cancerígenos, el Distrito de Aire sigue realizando un estrecho seguimiento.
Reunión de EWG #16	Phyllis Ollison, CLC Compton		03/25/24	Hay escuelas en esta zona, lo que también es preocupante. ¿Se han registrado casos de cáncer o muertes?	Los distritos escolares colaboraron con los distritos atmosféricos. Se ha realizado un seguimiento en las escuelas y en las residencias locales. Los resultados de las emisiones proceden de fuentes estacionarias y de otras fuentes, como fuentes móviles. Se calcula el riesgo de cáncer y se involucra a la sanidad pública. Se calculó el riesgo utilizando los últimos modelos, nadie iba a esperar a los riesgos de cáncer. Los riesgos de cáncer debían abordarse de inmediato.
Reunión de EWG #16	Phyllis Ollison, CLC Compton		03/25/24	Hacia el principio de la presentación, también aparecía la palabra arsénico. ¿A qué se debía? Me preocupa mucho la calidad del aire, sobre todo en estas comunidades desatendidas. La respuesta suele ser más lenta.	Julia Lester indicó que formó parte de este primer estudio. La amenaza del arsénico se incluyó con las preocupaciones del cierre de Exide. El arsénico y el plomo se estudiaron debido a las grandes preocupaciones. El estudio MATES V incluye diversa información sobre estos contaminantes e incluye mapas espaciales.
	Hector de la Torre, Ex-Oficio		03/25/24	Las cuestiones relacionadas con la salud comunitaria incluyen la salud medioambiental, la salud de la población y la prevención individual. El GCCOG trabaja en cinco áreas. Transporte, vivienda y personas sin hogar, desarrollo económico, medio ambiente y salud y bienestar. Están buscando socios para la salud y el bienestar. Hay varios programas para la calidad del aire. SoCal REN abarca todo el GCCOG y Regional Climate Collaborative cubre el corredor 710. AB617 se utiliza para centrarse en las emisiones en un área definida y crear mitigaciones para la contaminación en esa área. Cuatro de las 19 zonas objetivo del estado están situadas a lo largo de la 710. No hay muchas iniciativas de salud o bienestar colectivamente. Hay redes de clínicas en Long Beach y las ciudades del sureste que están haciendo un buen trabajo. Nos faltan hospitales en esta zona.	Eso fue mucho, gracias.
Reunión de EWG #16	Alberto Campos, SELA Collaborative		03/25/24	Me vienen a la mente los determinantes sociales de la salud y el acceso a la sanidad. Las comunidades están muy preocupadas por el acceso equitativo e inmediato a la atención sanitaria, especialmente en lo que se refiere al asma. La educación para la salud comunitaria también es importante. La Colaboración SELA está asociada con el GCCOG. Preocupación por el efecto de isla de calor y el tratamiento a través del dosel de árboles. La campaña Lower LA River Para Todos busca inversiones equitativas en la región - SELA Collaborative es el brazo de compromiso de esa campaña. Esto mira a las inversiones que están llegando en 1,5 millas en ambos lados del río y lo que se puede hacer para ayudar a mejorar la calidad de vida, las preocupaciones de justicia económica, el desarrollo de la mano de obra, la vivienda, y hacer frente a la falta de vivienda. Climate Resolve y tecnologías y pavimentos fríos: recientemente se nos ha presentado este tema.	Susan Ambrosini ha añadido información sobre pavimentos fríos. Nuevas tecnologías de materiales de pavimentación que ayudan a reducir la temperatura. Susan añadió información sobre los Planes de Acción Climática. Las ciudades utilizan Planes de Acción Climática que abordan la isla de calor urbana y podrían utilizarse para encontrar ideas de programas y proyectos. Los Planes de Acción Climática pasan por un proceso de divulgación pública y suelen contar con un gran apoyo comunitario. Los Planes de Acción Climática de las ciudades podrían utilizarse para identificar posibles sinergias con los proyectos.
	Sylvia Betancourt, LBACA		03/25/24	Cuestiones relacionadas con la salud de la comunidad: niños con asma, obstáculos para la salud y determinantes sociales de la salud. Cómo pueden prosperar nuestras familias: viviendas seguras y asequibles, aire y agua limpios, buenos empleos. Un aspecto central de nuestro trabajo es la atención continuada a los niños en régimen ambulatorio: vínculos con clínicas a lo largo del corredor 710. La salud de la comunidad no consiste sólo en no estar sano, sino en ser capaz de prosperar. Impartimos formación a médicos y proveedores. Además, formo parte de la junta del Departamento de Salud de LB y del CEHAJ. Muchas de nuestras organizaciones están relacionadas con el puerto o el ferrocarril. Enlazamos con Exide y la parte norte del corredor. Si a esto añadimos el impacto de la 710, el impacto es enorme.	Gracias, es útil conocer el trabajo que han estado haciendo en la comunidad. Impresionante.
Reunión de EWG #16	Alberto Campos, SELA Collaborative		03/25/24	Estamos colaborando con la Facultad de Medicina USC-Keck en un estudio de 5 años para determinar qué implicaciones tiene la adopción de vehículos eléctricos en comunidades como la del este de Los Angeles. Estamos listos para comenzar pronto los grupos de discusión. El objetivo es investigar las limitaciones, motivaciones y barreras de los residentes a la hora de adoptar vehículos eléctricos.	Sin duda, queremos seguir de cerca esa investigación.
Reunión de EWG #16	Phyllis Ollison, CLC Compton		03/25/24	Creo que ha dicho que este estudio ha descubierto que por cada vehículo eléctrico se reduce una visita a urgencias por asma, ¿es correcto?	Alberto Campos respondió que se trataba de datos preliminares del equipo de investigación de la USC. Habían examinado los monitores de la EPA en el estado. Contaban cuántos vehículos eléctricos había en un código postal y cuántas visitas a urgencias relacionadas con el asma.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Reunión de EWG #16	Fernando Gaytan, Earthjustice		03/25/24	Agradezco la minuciosidad de la presentación. Le agradezco que haya hecho hincapié en la salud comunitaria, que debe estar en primer plano. Puede ser un tema muy amplio. Yo animaría a Metro a pensar en la salud comunitaria desde una perspectiva de equidad, en el contexto de la reparación de daños pasados y la creación de beneficios para la comunidad. Hay que evitar adoptar programas comunitarios si la comunidad se muestra escéptica. ¿Podemos desglosarlos? Calificarlos más de obligación que de beneficio. Garantizar que los residentes tengan la oportunidad de participar en actividades al aire libre sin más repercusiones. Asegurarnos de que ofrecemos formación local y contratamos personal con cero emisiones. Asegurarnos de que la gente se siente protegida frente al desplazamiento. CEHAJ están a la vanguardia en la búsqueda de la salud y los problemas en el corredor. Gracias a los supervisores Hahn y Solís, el condado está estudiando la posibilidad de prestar apoyo.	Susan Ambrosini señaló la amplia interpretación de la salud comunitaria en las últimas respuestas. Mantener la definición amplia y centrarse en medidas preventivas que contribuyan a la salud comunitaria.
Reunión de EWG #16	María Reyes, CLC		03/25/24	Me llamo María Reyes. La última vez que participé en la reunión del CAC, estaba muy preocupada por la salud de la comunidad. Expresé mi interés por las clínicas. Se tarda mucho en estas clínicas. La seguridad y la movilidad también son prioridades. También quiero que haya calidad del aire y cero emisiones.	
Reunión de EWG #16	Irma Lopez, CLC		03/25/24	Me llamo Irma López. Es muy importante que estos recursos lleguen a las ciudades de forma justa. Necesitamos acción. Tal vez necesitemos purificadores de aire en los hogares y las escuelas. El dinero debe reflejar las preocupaciones de las comunidades para ayudar a aliviar nuestros problemas. Queremos que los recursos sean visibles. Los recursos se dan a las organizaciones y no se reflejan en la comunidad, no podemos ver las acciones o el aire más limpio. Quiero poder tocar ese cambio.	
Reunión de EWG #16	Phyllis Ollison, CLC Compton		03/25/24	He trabajado 20 años en el sector sanitario. Una de mis preocupaciones es el acceso a la atención sanitaria. Para mí, la atención sanitaria consiste en garantizar que todo el mundo tenga acceso. Mucha gente no tiene acceso a la sanidad. La salud comunitaria significa que todo el mundo tenga acceso a la atención sanitaria. Por eso destacaba el arsénico en la diapositiva anterior. El asma puede resolverse con aire limpio, agua limpia y buena alimentación. La alta calidad sanitaria, mental y social son componentes de lo que constituye una buena salud comunitaria.	Susan Ambrosini comentó que la interpretación amplia de la salud comunitaria es importante porque toca la salud mental y aspectos que no son físicos.
Reunión de EWG #16	Tiesha Davis, CLC		03/25/24	Hay que pensar también en las personas confinadas en casa, en cómo pueden acceder a los recursos sanitarios que necesitan. Personas que tienen acceso a apoyo adicional y defensa en su nombre.	
Reunión de EWG #16	Jennifer Ganata, CBE		03/25/24	Uno de los programas en los que ha estado trabajando CBE es la reflexión sobre cómo debe ser una transición justa: acabar con las economías extractivas, con el uso de combustibles fósiles. ¿Cómo conseguir que más gente utilice el transporte público y cómo hacerlo más accesible? Coincide con el trabajo de Metro. Uno de los retos es cómo conseguir una participación pública significativa en esos espacios. Este proceso requiere mucho tiempo. si ponemos mas énfasis y energía en soluciones lideradas por la comunidad, podríamos tener mas progreso en pensar sobre transporte activo en SELA, como nos alejamos del énfasis de tener un carro. Podemos centrar a las comunidades en esas conversaciones, exige un enorme cambio cultural. Incluir cuestiones de justicia para los discapacitados, cuestiones de justicia energética... son oportunidades para Metro en el Corredor que van más allá de fijarse en lo que puede hacer la 710.	
Reunión de EWG #16	Sylvia Betancourt, LBACA		03/25/24	El mayor reto para nosotros es abordar la fuente de la contaminación. Cuando los niños vuelven a casa de urgencias, regresan a un hogar/vecindario/colegio donde siguen respirando aire sucio. ¿Cómo protegemos a los niños y su salud si siguen expuestos a la contaminación? Más allá de eso, siempre hay capacidad y financiación, como cualquier organización que depende de la financiación. Pero más que nada, el reto es abordar el problema en su origen. Principalmente, se trata de proteger a los niños de la exposición continuada a la contaminación después de salir del hospital.	Susan Ambrosini comentó que en futuras reuniones se estudiará esta cuestión.
Reunión de EWG #16	Marlin Dawoodjee Vargas, LBACA		03/25/24	Cuando hacemos un trabajo más técnico, o trabajamos en política, la falta de una participación significativa de la comunidad ha sido realmente un obstáculo. Si estos proyectos se centran en la comunidad, es fundamental que ésta participe en todo momento. Una comprensión clara de cómo se reconocen y abordan sus aportaciones a través del proyecto, y cómo se abordan desde la raíz. Un compromiso continuo con la comunidad en el que sus miembros participen activamente y se escuchen sus opiniones.	Susan Ambrosini comentó que en futuras reuniones se estudiará esta cuestión.
Reunión de EWG #16	Janeth Preciado Vargas, CBE		03/25/24	Como organizador, gran parte de mi trabajo consiste en conectar con los jóvenes y la comunidad en general. Me he dado cuenta de que es difícil digerir muchos textos o materiales, especialmente con el Plan de Inversiones. Me interesaría examinar o revisar los materiales y asegurarme de que son adecuados para la comunidad.	Susan Ambrosini había comentado cómo definir mejor las funciones y el interés de las futuras reuniones de los grupos de trabajo.
Reunión de EWG #16	Irma Lopez, CLC		03/25/24	Es muy importante para mí aprender más sobre cada función y decidir cómo sería más productiva mi aportación. necesitaré más tiempo para pensarlo, pero gracias.	
Reunión de EWG #16	Sylvia Betancourt, LBACA		03/25/24	Me pone un poco nerviosa comprometerme. Ojalá esta conversación hubiera tenido lugar antes. Quiero asegurarme de que lo que habíamos previsto se haga realidad. Cuando examinamos las funciones, queremos participar en todo. Asegurarnos de que el programa está bien diseñado e implica a colegas con experiencia en estas áreas. Es difícil comprometerse sin saber qué implicarán los grupos de trabajo, pero me inclino por liderar o colaborar.	
Reunión de EWG #16	Sylvia Betancourt, LBACA		03/25/24	" KeAndra: ¿Qué otra información sería útil para tomar la decisión de participar? Sylvia: ¿Con qué frecuencia tendrán lugar estas reuniones, si serán virtuales o en persona? ¿Habría un calendario? ¿Hay un punto de partida y de llegada, para que sepamos en qué estamos trabajando? En cuanto a la fusión de la calidad del aire y el medio ambiente, me gustaría que se hiciera especial hincapié en la salud, pero tendré que pensarlo más detenidamente. Aprecio mucho la forma en que está facilitando esta reunión, como si fuera un grupo de discusión, pero tendré que pensármelo mejor".	Susan Ambrosini pregunta a los asistentes qué formato prefieren para el grupo de trabajo. Quieren que sea en persona o en línea, y si las reuniones deben celebrarse durante el día o por la noche. Susan preguntó si debería tratarse de un formato de miembros establecidos o de participación abierta. También preguntó al grupo si el Grupo de Trabajo de Calidad del Aire y Salud debería fusionarse con el Grupo de Trabajo de Medio Ambiente.
Reunión de EWG #16	María Reyes, CLC		03/25/24	Estaba pensando en los grupos de trabajo. Estos reforzarán la forma en que podemos defender proyectos que no se incluyeron o cosas que queríamos ver en el plan de inversiones.	

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Reunión de EWG #16	Fernando Gaytan, Earthjustice		03/25/24	Sólo una idea: parte de la aprensión que podemos estar oyendo puede estar relacionada, una vez más, con el hecho de que la gente todavía está examinando detenidamente el plan de inversión de más de 200 páginas, y quiere proporcionar un análisis exhaustivo de los proyectos que se proponen. Una parte de la estructura del grupo de trabajo puede consistir en dejar claro que la participación en estas reuniones del grupo de trabajo no implica que se apruebe todo lo que figura en el Plan de Inversiones o los programas que figuran actualmente en la lista.	Michael Cano responde que reconocen que están reuniendo a personas con diferentes puntos de vista. Al participar, los asistentes no están dando su visto bueno a cada uno de los puntos que se tratan. Intentan reunir las voces y los conocimientos adecuados para contribuir a formular buenas recomendaciones, oportunidades de financiación y estrategias.
Reunión de EWG #16	Marlin Dawoodjee Vargas, LBACA		03/25/24	En cuanto a la primera pregunta, creo que contar con un número de miembros establecido nos permitiría tener un grupo central. Pero tenerlo abierto al público también sería útil para centrarlo en el compromiso de la comunidad.	
Reunión de EWG #16	Jennifer Ganata, CBE		03/25/24	Here is the DTSC website on the Exide cleanup https://dtsc.ca.gov/exide-home/	
Reunión de EWG #16	Jessica Medina		03/25/24	Aquí está el sitio LACDPH: http://publichealth.lacounty.gov/eh/chromium6/	
Reunión de EWG #16	Jennifer Ganata, CBE		03/25/24	A continuación se ofrece información sobre la seguridad del plomo en el condado de Los Angeles http://publichealth.lacounty.gov/lead/	
Reunión de EWG #16	Jennifer Ganata, CBE		03/25/24	Estas son las directrices de la EPA federal para reducir el plomo https://www.epa.gov/lead/final-strategy-reduce-lead-exposures-and-disparities-us-communities	
Reunión de EWG #16	Hector De La Torre, TF Ex-Oficio		03/25/24	La CARB aprobó la eliminación progresiva de todas las instalaciones decorativas Hex Chrome en los próximos años.	
Reunión de EWG #16	Aryeh Cohen		03/25/24	Gracias por compartir esta información, Jennifer y Héctor.	
Reunión de EWG #16	Phyllis Ollison, CLC		03/25/24	Gracias por los enlaces Jennifer. Gracias por la actualización Hector.	
Reunión de EWG #16	Alberto Campos, SELA		03/25/24	https://www.climateresolve.org/	
Reunión de EWG #16	Hector De La Torre, TF Ex-Oficio		03/25/24	Superficies reflectantes para tejados y pavimento fresco para reducir el efecto isla de calor, 1-2 grados	
Reunión de EWG #16	Jennifer Ganata, CBE		03/25/24	Yo también miraría en su ciudad EJ Elemento (SB 1000)	
Reunión de EWG #16	Alberto Campos, SELA		03/25/24	Another campaign SELA Collaborative Supports: https://www.myvotemyhealth.org	
Reunión de EWG #16	Alberto Campos, SELA		03/25/24	Los vehículos eléctricos pueden mejorar la salud de una comunidad https://yaleclimateconnections.org/2023/09/Electric-vehicles-may-improve-a-communitys-health/	
Reunión de EWG #16	Alberto Campos, SELA		03/25/24	Tengo que saltar a otra reunión. Gracias por este fructífero debate.	
Reunión de EWG #16	Tiesha Davis, CLC		03/25/24	Creo que la gente tiene que ver más allá de la 710 y en las comunidades	
Reunión de EWG #16	Tiesha Davis, CLC		03/25/24	" Respuesta a la Pregunta 1 1-Colaborar 2-Liderar 3-Apoyar Pregunta 2 Respuesta: 1-Colaborar 2-Liderar 3-Apoyar".	
Reunión de EWG #16	Phyllis Ollison, CLC		03/25/24	Soy incapaz de determinar mi papel sin conocer el tema. Tarde [se prefieren las reuniones]	
Reunión de EWG #16	Sylvia Betancourt, LBACA		03/25/24	Se prefieren las reuniones diurnas	
Reunión de EWG #16	Tiesha Davis, CLC		03/25/24	Pregunta 3: Estoy de acuerdo con el orador. También establecido luego abierto una vez que las cosas están finalizadas.	
Taller CMIP de CLC					
Taller CLC CMIP, Tabla 2	Guadalupe Arellano		03/22/24	Con el nombre de Plan de Inversión en Movilidad de los Corredores, en realidad no es un plan de inversión. Tenemos una historia enorme con la contaminación, el aumento del tráfico. Hay mucho con lo que contar. Esto no parece una reparación.	"Plan de inversión" derivado de un requisito estatal para obtener financiación para los corredores congestionados. Hay que tener un CMCP (plan integral de movilidad de corredores). Podemos llamarlo de otra manera, pero seguir cumpliendo los requisitos del CMCP.
Taller CLC CMIP, Tabla 2	Dan Wamba		03/22/24	Me quedo atascado en las mejoras comunitarias, que parecen muy potentes en el informe. Hay toda una lista de cosas. Aún no tengo una idea tangible de los programas comunitarios. Sería útil que hubiera ejemplos.	
Taller CLC CMIP, Tabla 2	Guadalupe Arellano		03/22/24	Donde veo infraestructuras de recarga en la comunidad, han sido objeto de vandalismo. Los datos no apoyan lo que está pasando.	
Taller CLC CMIP, Tabla 2	Dan Wamba		03/22/24	¿Y los vehículos todoterreno? Hoy he visto un vídeo en el que se dice que el 30% de las emisiones proceden de bulldozers, bobcats, etc.	El Estado exige que los equipos todoterreno estén limpios. Nuestro plan no lo señala específicamente porque es una normativa estatal. Es una especie de condición de fondo. Tal vez deberíamos señalarlo en nuestro documento final.
Taller CLC CMIP, Tabla 2	Guadalupe Arellano		03/22/24	También debe indicar los emplazamientos de estas infraestructuras de estaciones de recarga.	El proceso de identificación de emplazamientos se hará en colaboración con las comunidades. Tienen que estar en lugares que no perjudiquen a la comunidad, pero también en sitios lo bastante convenientes para que los camioneros los utilicen.
Taller CLC CMIP, Tabla 2	Guadalupe Arellano		03/22/24	¿Tenemos una fuente de financiación para los programas contemplados en la moción del Supervisor Hahn/de la Junta de Supervisores?	No creo que se hayan identificado fondos específicos para eso todavía.
Taller CLC CMIP, Tabla 2	Guadalupe Arellano		03/22/24	¿Cómo van a participar los grupos de trabajo en los programas comunitarios?	
Taller CLC CMIP, Tabla 2	Dan Wamba		03/22/24	Aprecio que su alcance para los programas comunitarios se dirija hacia socios potenciales.	Los programas comunitarios, el dinero que estamos aportando es un catalizador. Hay fondos que sabemos que controlan las ciudades locales, fondos que aportan los socios regionales. El objetivo es utilizar la financiación que tenemos para que cada programa tenga una misión clara, enfoques claros, planificación de datos, etc., de modo que cada programa sea autosuficiente. No queremos que dependan del dinero de Metro porque muchos programas no cumplirían los requisitos. Por eso el condado es un socio tan importante, porque aporta fondos que podemos utilizar. Nuestros planes suelen centrarse en el transporte. Vamos a tomar un papel activo de traer a todos a nosotros para que los fondos pueden ir más lejos.

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Taller CLC CMIP, Tabla 2	Guadalupe Arellano		03/22/24	¿Cómo serán los grupos de trabajo?	Se van a ampliar los participantes. Por ejemplo, el condado de Los Angeles no participa actualmente en nuestro Grupo de Trabajo, pero se le invitará a formar parte de los grupos de trabajo como socio estratégico. Las ciudades locales también participarán, ya que financiarán muchos de estos programas (especialmente los relacionados con la propiedad del suelo). Tenemos toda la experiencia del mundo en programas de transporte, pero necesitamos socios para estos programas.
Taller CLC CMIP, Tabla 2	Dan		03/22/24	Los grupos de trabajo deben ser diversos.	Queremos desarrollar una relación especial entre las oportunidades con los Puertos/desarrollo de la mano de obra/etc. y los residentes del Corredor. Queremos que las oportunidades estén orientadas a los residentes y no se limiten a una convocatoria abierta.
Taller CLC CMIP, Tabla 2	Dan		03/22/24	Hablar a través de los programas comunitarios y los grupos de trabajo me hace sentir más cómodo.	Ahora mismo los grupos de trabajo están abiertos. No queremos excluir a nadie. Aún no estamos seguros de cómo será cada grupo de trabajo. Estamos abiertos a opiniones sobre cómo estructurar los grupos de trabajo. ¿Cuál es la estructura, cuál es el estatuto, cuál es la misión? Tendremos que definir estas cosas. En el Plan, los grupos de trabajo son el núcleo de una idea. El CMIP establece las bases de los grupos de trabajo y, una vez aprobado el Plan, Metro se encargará de averiguar cómo poner en marcha los grupos.
Taller CLC CMIP, Tabla 2	Dan		03/22/24	Los programas comunitarios no se prestan tan bien a herramientas como el Cuadro de Mando. Hay mucho que hacer.	Creo que es algo que podemos explicitar. Nos entusiasma la idea de aprovechar muchas cosas buenas que están ocurriendo en el Corredor.
Taller CLC CMIP, Tabla 2	Garate		03/22/24	Estoy aprendiendo mucho de esta discusión y escuchando las perspectivas de todos.	
Taller CLC CMIP, Tabla 2	Guadalupe		03/22/24	Los mapas de calor son un buen resumen visual de las necesidades del Corredor	
Taller CLC CMIP, Tabla 2	Tiesha		03/22/24	No puedo embarcarme del todo porque soy de San Pedro y sólo tenemos un proyecto. La forma en que se va a invertir el dinero parece unilateral. He abogado todo el tiempo por cambiar las cosas para San Pedro y no me han hecho caso.	
Taller CLC CMIP, Tabla 2	Tiesha		03/22/24	No estoy seguro de saber que San Pedro tiene tantos proyectos positivos.	Además, el mapa sólo muestra el número de proyectos, no su coste/financiación.
Taller CLC CMIP, Tabla 2	Tiesha		03/22/24	En general, el Plan de Inversiones está bien, que yo sepa.	Cuando dice sólo 1, ¿entiende que hay unos 16 proyectos que repercuten positivamente en San Pedro?
Taller CLC CMIP, Tabla 2	Dan		03/22/24	Para mí es un pulgar hacia arriba. La amplitud del Plan es asombrosa.	Amber mostró a Tiesha la lista de proyectos de San Pedro.
Taller CLC CMIP, Tabla 2	Alfonso		03/22/24	Estoy a favor de todo lo que ayude a nuestras comunidades. El Plan tiene buena pinta.	
Taller CLC CMIP, Tabla 2	Guadalupe		03/22/24	Históricamente, me remonto a nuestra primera reunión. No se volvió a tratar el impacto ambiental. Yo diría que 2016 es la última vez que trataron de proponer la revitalización de la 710 y tuvimos que abogar en contra de ella. Hubo un enorme informe de impacto ambiental que se hizo que nunca llegamos a ver. Esperar un año, esperar dos años, esperar 20 años no va a ayudar a las personas que viven con enfermedades en este momento.	
Taller CLC CMIP, Tabla 2	Guadalupe		03/22/24	El puente Humphries está sucio, hay basura tirada por todas partes. El Plan dice que quieren ampliarlo y eso va a afectar al tráfico de la autopista.	
Taller CLC CMIP, Tabla 2	Tiesha		03/22/24	¿Cómo volverías a poner un puente? Eso costará más dinero. Lo que más me preocupa es cómo se mantendrán los puentes.	¿Hay cosas que le gustaría que cambiaran? ¿O hay cosas que le gustaría acelerar?
Taller CLC CMIP, Tabla 2	Guadalupe		03/22/24	Ampliar el puente Humphries no va a convenir a los residentes.	
Taller CLC CMIP, Tabla 2	Guadalupe		03/22/24	Al ampliar o ensanchar el puente Humphries, se da más espacio a los camiones.	
Taller CLC CMIP, Tabla 2	Guadalupe		03/22/24	Preferiría que el dinero del puente Humphries se invirtiera en otra cosa. Ensanchar el puente no lo limpiaré. Puedes ensancharlo todo lo que quieras, algunas cosas no van a cambiar.	Según tengo entendido, el proyecto consiste en ampliar el puente para añadir aceras y carriles bici únicamente.
Taller CLC CMIP, Tabla 3	Kevin Shin		03/22/24	Los 3 proyectos añadidos recomendados: ¿cómo afectan a las cifras presupuestarias?	Lo comprobaremos, pero lo que yo entiendo del proyecto es que es sólo para tráfico peatonal y ciclista.
Taller CLC CMIP, Tabla 3	Sinetta Farley		03/22/24	Cuando se presenten las recomendaciones al Consejo de Metro. ¿Habrá cantidades de dinero vinculadas a las recomendaciones iniciales? ¿Lo veremos antes?	
Taller CLC CMIP, Tabla 3	Sinetta Farley		03/22/24	Mi prioridad es mi comunidad. Tengo muchos problemas en mi comunidad (East Rancho Dominguez/Compton). Mis disculpas. Tienes que cuidar de tu casa primero. Me perdí un par de reuniones.	
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	No tengo preguntas concretas sobre los grupos de trabajo. Me interesa ver cómo avanzan. Y participar.	
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	Me temo que tengo una visión para un proyecto, por eso pedí Long Beach Boulevard y Atlantic la última vez. Me imagino Long Beach Blvd. tener un carril bici, un carril bus, pero la realidad es la forma en que la calle existe, no va a suceder. Me gustaría saber qué aspecto tendrán estos proyectos al final del día. Es algo que me preocupa. Leer sobre ellos es una cosa. Visualizarlos es otra cosa.	
Taller CLC CMIP, Tabla 3	Dora Cervantes		03/22/24	Si implantan carriles bici, los bomberos y las ambulancias no tendrán espacio suficiente para avanzar hasta el lugar del accidente. Habrá un conflicto con el tráfico y los carriles bici.	
Taller CLC CMIP, Tabla 3	Kevin Shin		03/22/24	Esas quejas no son válidas. Los camiones de bomberos pueden pasar por encima de todas las infraestructuras. Pueden utilizar los carriles bici. Aunque haya separadores. No hay un impacto significativo. El objetivo es animar a más gente a no conducir. Dar a la gente opciones alternativas a la conducción.	
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	¿Y un carril bici bidireccional?	
Taller CLC CMIP, Tabla 3	Kevin Shin		03/22/24	Sería el doble de ancho.	
Taller CLC CMIP, Tabla 3	Dora Cervantes		03/22/24	En algunos lugares, ponen un divisor. No puedes pasar por encima. Si vas conduciendo, no puedes moverte a la derecha.	
Taller CLC CMIP, Tabla 3	Kevin Shin		03/22/24	Los camiones de bomberos pueden pasar por encima de ellos. El diseño de estos materiales. Están pensados para ser arrollados por vehículos de emergencia.	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	También hay un elemento de coordinación.	Requisitos mínimos de espacio libre. Requisitos mínimos de anchura. No se puede diseñar algo que haría imposible que un vehículo de emergencia gire, se mueva a través.
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	Long Beach Blvd. es un corredor de mercancías. Los carriles tienen que tener una cierta anchura para dar cabida a los camiones.	
Taller CLC CMIP, Tabla 3	Dora Cervantes		03/22/24	Vivo cerca de Long Beach Boulevard. Me di cuenta de que están renovando en la mediana. Están tomando espacio donde uno va a conducir.	
Taller CLC CMIP, Tabla 3	Sinetta Farley		03/22/24	En Long Beach, hay una mediana desde Anaheim hasta Ocean en el centro.	
Taller CLC CMIP, Tabla 3	Sinetta Farley		03/22/24	Curiosidad por los proyectos en East Rancho Dominguez. Alondra de la 710. (Proyecto 0120)	
Taller CLC CMIP, Tabla 3	Kevin Shin		03/22/24	Se supone que las jurisdicciones colaborarán con Metro en estos proyectos.	Algunas ciudades tendrán recursos para ayudar. Con este esfuerzo, podemos pensar en formas de ayudar a las ciudades a trabajar con Metro hacia la implementación.
Taller CLC CMIP, Tabla 3	Sinetta Farley		03/22/24	Estoy pensando en un proyecto del condado de Los Angeles que se está llevando a cabo en Compton. Estamos preocupados en E Rancho Dominguez. El condado tiene mucho dinero, pero la ciudad de Compton no. Estamos viendo si donde el condado completara el area. Compton Boulevard. La ciudad hara su parte, y el condado hara la suya. Estamos viendo si esto va a suceder.	Fondo inicial: ayuda a las jurisdicciones que necesitan capacidad.
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	¿Dará Metro un paso al frente por la ciudad? (re Asistencia Técnica)	Llegará de diferentes maneras. Metro puede pagar a un consultor para que le ayude. Metro puede ayudar directamente. Muchas veces, la AT es un FCPF. No es el caso de este fondo. Combinación de personal directo y recursos de consultoría. Esperamos que los grupos de trabajo nos ayuden a perfilarlo.
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	Remitirse al mapa (cuanto más oscuro sea el color) ciudades que necesitan más ayuda?	Contorno verde -comunidades-EFC. Todavía muy en el aire. Impacto acumulativo - asma elevada, etc. El debate sigue abierto. Otro criterio: la comunidad puede tener proyectos para todo el corredor, pero no proyectos específicos para la comunidad.
Taller CLC CMIP, Tabla 3	Esmeralda Hernandez		03/22/24	¿Cuánto estamos invirtiendo en espacios verdes? ¿Dónde lo veremos?	Algunos proyectos de calles completas incluyen el reverdecimiento. Programas comunitarios: ecologización urbana por separado. En grupos de trabajo comunitarios: financiación de proyectos de ecologización urbana dentro de la financiación de proyectos.
Taller CLC CMIP, Tabla 3	Esmeralda Hernandez		03/22/24	Atlantic de la 710. Esos árboles siempre están ardiendo. Son palmeras, no dan sombra.	Isla de calor urbana: el dosel arbóreo es fundamental. Ingeniería del suelo: ampliar el alcorque. Movimiento: cómo hacer que los árboles prosperen en un entorno urbano.
Taller CLC CMIP, Tabla 3	Kevin Shin		03/22/24	Re Urban Greening. ¿Existe un enfoque más holístico -árboles, inclusión de bios pozos. ¿Existe una norma para los nuevos proyectos? ¿A diferencia de los proyectos financiados anteriormente?	Suele incluirse en la financiación. Programa de ecologización urbana: podría ser una buena oportunidad para colaborar con las ciudades.
Taller CLC CMIP, Tabla 3	Esmeralda Hernandez		03/22/24	¿Veremos un proyecto al respecto? ¿Cuántos espacios verdes se prevén entre los proyectos de inversión?	Para los proyectos que tienen un diseño para, podemos ver esto. Para los proyectos modales: no se han diseñado. El CAC y el público podrán dar forma al proyecto. En consonancia con los principios de sostenibilidad y ecologismo. Por eso es importante que sigamos participando. El calendario variará. Podemos tenerlo potencialmente para los proyectos de inversión inicial.
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	¿Hay un tamaño mínimo de árbol que tiene Metro? Árbol que es un palo y luego se muere. ¿Metro tiene una regla?	Política de sustitución de árboles. Algunos árboles de dirección-implementar que son retirados por Metro. Las jurisdicciones pueden no seguir necesariamente la política. Esto puede ser parte de los diseños de programas comunitarios. A veces se plantarán más árboles pequeños.
Taller CLC CMIP, Tabla 3	Kevin Shin		03/22/24	El argumento es que la mayoría de estas jurisdicciones no podrán mantener los árboles.	
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	¿No hay ningún mecanismo para que la financiación plante un determinado árbol de galones?	Hay un tamaño mínimo de caja/árbol para el desarrollo. Los árboles serán mantenidos por el propietario privado adyacente. A excepción de la propiedad de la ciudad-ciudad debe mantener.
Taller CLC CMIP, Tabla 3	Jessica Medina		03/22/24		2022. Metro adopta una política de árboles. 2 por 1 (quitar 1 y plantar 2), Parklets. Si el proyecto no puede comprometerse, tasa. Se requiere la participación de la comunidad. Asociaciones privadas/públicas-mantenimiento.
Taller CLC CMIP, Tabla 3	Dora Cervantes		03/22/24	La ciudad de Vernon regalaba árboles a los propietarios. Personal de la ciudad vino a nuestras casas para plantar los árboles.	
Taller CLC CMIP, Tabla 3	Esmeralda Hernandez		03/22/24	Donde yo vivo pusieron un parque de hormigón en South Gate entrando en Downey. Pegar árboles. Decorar. Nuestra comunidad tiene asma. Estamos poniendo más concreto. Esto no ayuda.	
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	Trabajo en el departamento con el tipo que planta árboles en LB. Necesitan cierta cantidad de agua los dos primeros años. Pero si no se mantienen, mueren.	
Taller CLC CMIP, Tabla 3	Marcos Lopez		03/22/24	Sería estupendo ayudar a las ciudades a mantener los árboles.	
Taller CLC CMIP, Tabla 3	Esmeralda Hernandez		03/22/24	Sería útil celebrar reuniones para informar a la comunidad de que puede ayudar a mantener los árboles.	
Taller CLC CMIP, Tabla 4	Marlene Sanchez		03/22/24	¿Por qué no utilizan palabras más sencillas? Demasiadas palabras técnicas.	Por eso estamos aquí, para aclararlo.
Taller CLC CMIP, Tabla 4	Marlene Sanchez		03/22/24	Porque usamos la palabra "carriles"	
Taller CLC CMIP, Tabla 4	Maria Reyes		03/22/24	Nos has escuchado pero, Algunos proyectos no se han tenido en cuenta como el Proyecto 0158, Del Amo. Llevan 30 años soñando con el cambio. mas importancia en el movimineto de mercancía. Los carriles en el 710 auxiliares que es tu contexto. Van a reorganizar los existientes? 405 a 710 - esta feo. no hay suficiente espacio para incorporarse a las autopistas. Gracias por escuchar porque estamos colaborando juntos con estos retos en las autopistas. (La 103 tambien los carriles.) TENEMOS la experiencia, tenemos el conocimiento, hemos vivido en todas partes, sabemos lo que nos enferma, lo estamos viviendo.	

Fuente	Nombre de la parte interes	Organización/Afiliación	Fecha	Comentarios	Respuesta
Taller CLC CMIP, Tabla 4	Irma Lopez		03/22/24	es de qué manera puede salir el dinero en las organizaciones para mantener la salud pública. Si van a vigilar la salud pública con estos proyectos. El CAC se merece el dinero, no hay ninguna mejora en el aire. ¿A dónde va el dinero? Estoy muy considerado con la salud pública.	Los grupos de trabajo son la respuesta y eso es lo que Metro está apoyando. Metro está invirtiendo unos 40 millones de euros en ciudades como Bell Gardens, etc. Así es como se va a apoyar y añadir estos grupos para poner en práctica las preocupaciones de la CLC. ¿Cómo vamos a proteger estas preocupaciones? (grupos de trabajo) Cada paso que usted será capaz de ver, vamos a estar dando a todos los correos electrónicos acerca de cualquier cambio y donde el dinero va. Esperamos que veáis cómo trabajamos y respondáis porque es un proyecto que os preocupaba.
Taller CLC CMIP, Tabla 4	Maria Reyes		03/22/24	¿Puede destinarse el dinero a emplear a personas de la comunidad?	
Taller CLC CMIP, Tabla 4	Maria Reyes		03/22/24	No nos dan nada por nuestro tiempo en USC o UCLA cuando nos unimos a ellos para eventos.	un buen porcentaje puede formarse para organizar estos programas. (desarrollo de la mano de obra)
Taller CLC CMIP, Tabla 4	Yesnia Lopez		03/22/24	En Bell, necesitamos luces cerca del puente, vivo cerca de la 710. Mis ventanas de cristal están llenas de partículas negras. Tengo asma. fuimos a un evento y esta gente dijo que hacen falta más carriles bici, ya los han atropellado. Hablen también con los jóvenes para que les digan lo que necesitan en su comunidad.	
Taller CLC CMIP, Tabla 4	Esdira Leva		03/22/24	Hay mucha contaminación. Los coches están llenos de partículas negras. Mis hijas sufren asma. Hace años no sabíamos que había tanta contaminación. Me encantaría que no hubiera contaminación. En la 710, (es la entrada de Florence) es muy peligroso entrar.	
Taller CLC CMIP, Tabla 4	Irma Lopez		03/22/24	Énfasis en los vehículos eléctricos, no más coches diésel y de gas. Respecto al desplazamiento, para que no podamos perder nuestras casas,	
				En todos los árboles de Long Beach, cuando los quitan los vuelven a plantar.	Cada ciudad tiene que ver en cada reglamento a dónde va el dinero. Si están aceptando dinero, Metro tiene que ver a dónde va el dinero.
Taller CLC CMIP, Tabla 4	Maria Reyes		03/22/24	¿Adónde se destinan los 50 millones (puente de la avenida Florence)? ¿Sólo al puente o a todo el corredor? El puente de la avenida Gage, ¿está incluido en este proyecto? ¿Será una solución temporal para el puente Gage? Estos proyectos llevan mucho tiempo. ¿Cuánto tardarán? ¿Por qué tardan tanto? Demasiadas veces vemos que muchos proyectos no tardan y no se arreglan, ven los sueldos de otras personas y no ven que los proyectos se hagan.	
Taller CLC CMIP, Tabla 4	Luis Mesa		03/22/24	¿Adónde se destinan los 50 millones (puente de la avenida Florence)? ¿Sólo al puente o a todo el corredor? El puente de la avenida Gage, ¿está incluido en este proyecto? ¿Será una solución temporal para el puente Gage? Estos proyectos llevan mucho tiempo. ¿Cuánto tardarán? ¿Por qué tardan tanto? Demasiadas veces vemos que muchos proyectos no tardan y no se arreglan, ven los sueldos de otras personas y no ven que los proyectos se hagan. Traducción realizada con la versión gratuita del traductor DeepL.com	
Teléfono					
Línea directa	Desconocido	Vista Veranda Senior Living (Resident)	03/12/24	No puede unirse a la reunión de Paramount, pero quería hacernos saber que su prioridad es la vivienda asequible, que se necesita en Long Beach y la zona.	N/A (M. Cano intentó devolver la llamada pero el centro de vida no pudo localizar al residente)
Reuniones/eventos organizados por CBO					
Reunión de la Iglesia Evangelista Torre de Fe	Michelle Easley		03/03/24	¿Se aborda el mantenimiento de los trenes? ¿Se aborda la seguridad de los trenes?	
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	"Me preocupa el terreno/espacio que ocuparán las estaciones de recarga eléctrica. ¿Pueden dar más información sobre las rotondas? (rotondas) - parece separar la calle y todo el hormigón quitaría fluidez al tráfico".	
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	Por favor, arreglen las calles y tengan paradas de autobús limpias y seguras.	
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	¿En qué se gasta el dinero para que los trenes sean más seguros?	1) más lentos, 2) compuertas cuádruples, 3) más notificaciones/señales para alertar de que el tren se aproxima, 4) habrá más reuniones para los proyectos de la Línea Azul
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	¿Habrá sheriffs en los autobuses?	1) Metro tendrá seguridad de tránsito, 2) El BOD determinará la participación del Sheriff/LAPD, 3) Programa de embajadores.
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	Yo solía viajar en tren, pero el mantenimiento era un problema. La línea azul se averiaba mucho. ¿Se destinará dinero al mantenimiento?	1) el dinero se destina a mejoras de capital / nuevos equipos. 2) El proyecto "Nuevo Azul" (de hace años) hizo estas mejoras
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	¿Qué va a impedir que los sin techo viajen en tren? La salud mental, el transporte y la seguridad son problemas	Habrà más personal que ofrezca servicios de ayuda, no de represión
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	La seguridad debe impedir que la gente duerma y viaje de punta a punta en los trenes	Metro no puede echar del tren a quien pagó, sólo al final de la línea
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	¿Quién conseguirá trabajo para estos proyectos?	Metro se esfuerza por contratar personal de la comunidad local / programas de desarrollo de la mano de obra
Reunión de la Iglesia Evangelista Torre de Fe	Asistente anónimo		03/03/24	¿Cómo hará Metro más seguro el transporte en autobús?	Respuesta similar a la anterior



Cartas recibidas y cartas de respuesta de Metro



Metro



Carta del Puerto de Los Angeles

From: "Cartwright, Kerry" <KCartwright@portla.org>

Subject: LA-ELA CMIP

Date: March 18, 2024 at 3:28:13 PM PDT

To: "Cano, Michael" <canom@metro.net>

Cc: "Sharon.weissman@polb.com" <Sharon.weissman@polb.com>, "Grubbs, Michele" <mgrubbs@pmsaship.com>, Thomas A. Jelenić (tjelenic@pmsaship.com) <tjelenic@pmsaship.com>, Matt Schrap <matt@harbortrucker.com>, "chris.wilson@bizfed.org" <chris.wilson@bizfed.org>, "Hilary Norton (hilary@fastlinkdtla.org)" <hilary@fastlinkdtla.org>

Michael,

Attached are edits/comments on the draft CMIP:

- As info, for workforce development, see attached planned POLA-POLB Goods Movement Training Campus project info, that should be added to the doc

 - Also, specific recommendations and required edits attached
- As verbalized several times, the following should be removed: congestion pricing, ZET lanes/travel zone restriction due to CARB ACF and ACT soon to be in full effect (CARB awaiting EPA waiver)
- The Alameda Corridor “electrification” is not viable, and has been studied several times over decades; H₂-fuel cell technology may eventually be the technology for long-haul; the document should merely denote studying ZE tech for locomotives and not make a specific notation about the AC;

Kerry Cartwright, P.E.
Director of Goods Movement
310-357-4996 (cell), 310-732-7702

Notice of Preparation/Initial Study

Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility

Prepared By:

Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731



with assistance from:

Aspen Environmental Group
5020 Chesebro Rd. Suite 200
Agoura Hills, CA 91301

February 2024

APP# 220324-067

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Appendix

Appendix A: 2022 LADOT TAG Plan Consistency Worksheet

Acronyms and Abbreviations

AB	Assembly Bill
APN	Assessor's Parcel Number
BMP	best management practice
Caltrans	California Department of Transportation
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CII	Commercial, Industrial, and Institutional
CNEL	Community Noise Equivalent Level
CY	cubic yards
DOC	California Department of Conservation
DRO	diesel range organics
DTSC	California Department of Toxic Substances Control
ECOS	Environmental Conservation Online System
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FY	Fiscal Year
GHG	greenhouse gas
HCP	Habitat Conservation Plan
HP	horsepower
HRTTP	High Road Training Partnership
IGP	Industrial General Permit
ILWU	International Longshore & Warehouse Union
IS	Initial Study
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Sanitation and Environment
LEED	Leadership in Energy and Environmental Design
MRO	Motor oil range organics
NCCP	Natural Community Conservation Plan
No.	Number
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
PMA	Pacific Maritime Association
PMP	Port Master Plan
RWQCB	Regional Water Quality Control Board
SR	State Route
SWIRP	Solid Waste Integrated Resources Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIWRP	Terminal Island Water Reclamation Plant
TPH	Total petroleum hydrocarbons
U.S.	United States
USACE	US Army Corps of Engineers
USEPA	US Environmental Protection Agency
USGS	US Geological Survey
VMT	vehicle miles traveled

NOTICE OF PREPARATION/INITIAL STUDY

Pursuant to the California Environmental Quality Act (Division 13, Public Resources Code)

1.0 PROJECT OVERVIEW AND BACKGROUND

This Notice of Preparation (NOP)/Initial Study (IS) is to inform responsible and trustee agencies, public agencies, and the public that the Los Angeles Harbor Department (LAHD), as the Lead Agency under the California Environmental Quality Act (CEQA), has independently determined that potential significant environmental impacts may be associated with the proposed Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility (Workforce Training Facility or Proposed Project), and an Environmental Impact Report (EIR) is required. The Proposed Project would include the construction and operation of a training facility for current and future workers in the maritime and goods movement industries at the Ports of Los Angeles and Long Beach. The Proposed Project site is comprised of approximately 30 acres and is located in the northern portion of the Port of Los Angeles (Port or POLA), adjacent to and north of Anchorage Road, west of State Route (SR)-47 and North Henry Ford Avenue, and east of Shore Road, in the community of Wilmington within the City of Los Angeles, California. LAHD has prepared, as part of this NOP, an Initial Study Checklist for the EIR determination in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970 (Article I); the State CEQA Guidelines (Title 14, California Code of Regulations); and the California Public Resources Code (Section 21000, et seq.). The Initial Study Checklist is attached to this NOP for public review and comment.

LAHD administers the Port under the California Tidelands Trust Act of 1911 and the Los Angeles City Charter. LAHD develops and leases Port property to tenants who operate the facilities. The Port provides a major gateway for international goods and services. The Port includes 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities. In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, and recreational, community, and educational facilities.

The Proposed Project's construction would include the following activities: site preparation such as grading, compacting, and paving as well as construction of buildings, utilities, a substation, and accessory structures to support workforce training activities.

The Proposed Project's operations at the training facility would include providing skilled training programs that would replicate goods movement environments such as the use and operation of ship-to-shore (STS) cranes, transtainers, top handlers, side picks, forklifts, and heavy lifts, while providing a safe training environment for workers. A facility operator would likely operate the Proposed Project as a workforce training facility to educate the current and future workforce on maritime and goods movement industries that serve the San Pedro Bay Port Complex (Port of Los Angeles and Port of Long Beach, collectively). This would be the first training facility in the United States dedicated specifically to the goods movement sector as a whole, including training

for longshore, trucking, and warehouse occupations. LAHD would enter into a long-term entitlement at the Proposed Project site with a training facility operator to be identified in the future. For the analysis in this Initial Study Checklist, the Proposed Project is assumed to be in operation for 30 years.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT PROCESS

This document was prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), and the City of Los Angeles CEQA Guidelines (City of Los Angeles, 2006). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367 of the CEQA Guidelines (14 CCR 15000 et seq.), LAHD is the lead agency for the Proposed Project. As the lead agency, LAHD must complete an environmental review to determine if implementation of the Proposed Project would result in significant adverse environmental impacts. To fulfill the purpose of CEQA, this NOP/IS has been prepared to assist in making that determination in accordance with California Public Resources Code Section 21153, State CEQA Guidelines Section 15063, and the City of Los Angeles CEQA Guidelines.

This NOP/IS, along with public comments received during the scoping period, will determine what environmental issue areas may be adversely affected by the Proposed Project. These issue areas will be assessed in the Environmental Impact Report (EIR) prepared for the Proposed Project. The EIR will determine the nature and extent of any potential environmental impacts and establish any necessary and appropriate mitigation measures. The EIR will also include an evaluation of alternatives to the Proposed Project that would reduce or avoid significant impacts, including a No Project Alternative. A preliminary evaluation of the potentially affected environmental issues is included in Section 5.0, Environmental Analysis.

Consistent with State CEQA Guidelines Section 15082(a)(1), LAHD has identified the following potentially significant environmental effects of the Proposed Project, which will be addressed in the EIR: Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use Planning, Noise, and Transportation.

In accordance with CEQA and the State CEQA Guidelines, this NOP/IS will be circulated for a period of 45 days for public comment and scoping. The public comment period for this NOP/IS scheduled to begin on February 8, 2024, and will conclude on March 26, 2024. Responsible and trustee public agencies and other interested or involved agencies, organizations, and private individuals will be notified of the availability of the NOP/IS. The document is also available for review online at <https://www.portoflosangeles.org/ceqa>. A copy of the document is available for public review at the Los Angeles Harbor Department, Environmental Management Division, located at 425 South Palos Verdes Street, San Pedro, CA 90731. Please send your request to ceqacomment@portla.org or call (310) 732-3615 to schedule an appointment to pick up a copy.

During the 45-day public scoping period, the public has an opportunity to provide written comments on the information contained within this NOP/IS. Comments on the NOP/IS should be submitted in writing prior to the end of the 45-day public review period and must be postmarked by March 26th, 2024.

Please submit written comments to:

Director of Environmental Management
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, California 90731

Written comments may also be sent via email to ceqacomment@portla.org. Comments sent via email should include the project title, “Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility,” in the subject line. For additional information, please contact Nicole Enciso at (310) 732-3615 or ceqacomment@portla.org.

A public scoping meeting for the Proposed Project will be held on February 22nd, 2024 via Zoom. Information can be found at <https://www.portoflosangeles.org/ceqa>.

1.2 DOCUMENT FORMAT

This NOP/IS contains the following five sections:

- **Section 1.0. Project Overview and Background.** This section provides an overview of the Proposed Project and the CEQA environmental documentation process.
- **Section 2.0. Project Description.** This section provides a detailed description of the Proposed Project’s objectives and components.
- **Section 3.0. Project Permits and Approvals.** This section lists approvals and permits that could be required for the Proposed Project.
- **Section 4.0. Initial Study Checklist.** This section presents the CEQA checklist for all issue areas and mandatory findings of significance.
- **Section 5.0. Environmental Analysis.** This section presents the environmental analysis for each issue area identified on the environmental checklist. If the Proposed Project does not have the potential to significantly affect a given issue area, the relevant section provides a brief discussion of the reasons why no or less-than-significant impacts are expected. If the Proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and the issue area will be evaluated further in the EIR.
- **Section 6.0. Preparers and Contributors.** This section lists professional staff involved in the preparation of the NOP/IS.
- **Section 7.0. References.** This section provides a list of reference materials used during preparation of the NOP/IS.

The environmental analysis included in Section 5.0, Environmental Analysis, is consistent with the CEQA IS format presented in Section 4.0, Initial Study Checklist. Impacts are separated into the following categories:

- **Potentially Significant Impact.** This category is only applicable if substantial evidence indicates that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level. Issues considered potentially significant will be further analyzed in the EIR.
- **Less-than-Significant Impact With Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less-than-Significant Impact.” The lead agency must describe the mitigation measure(s) and briefly explain how they would reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross -referenced). Given that this is an IS, potentially significant impacts that require mitigation will be carried forward to the EIR for further analysis.
- **Less-than-Significant Impact.** This category is identified when the Proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required. Issues considered less than significant are discussed in this IS and will not be carried forward to the EIR.
- **No Impact.** This category applies when the Proposed Project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency that show that the impact does not apply to the specific project (e.g., the project falls outside of a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors and general standards (e.g., the Proposed Project would not expose sensitive receptors to pollutants based on a project-specific screening analysis). Issues considered to have no impact are discussed in this IS and will not be carried forward to the EIR.

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This Initial Study (IS) Checklist has been prepared to evaluate the reasonably foreseeable and potential impacts associated with the construction and operation of a facility to train the workforce at the Ports of Los Angeles and Long Beach. The Proposed Project site is comprised of approximately 30 acres and is located at 1400 East Anchorage Road in the northern portion of the Port of Los Angeles (POLA) west of State Route (SR)-47 and North Henry Ford Avenue, and east of Shore Road, in the community of Wilmington within the City of Los Angeles, California.

The Proposed Project's construction would include the following activities: site preparation such as grading, compacting, and paving as well as construction of buildings, utilities, a substation, and accessory structures to support workforce training activities.

The Proposed Project's operations at the training facility would include providing skilled training programs that would replicate goods movement environments such as the use and operation of ship-to-shore (STS) cranes, transtainers, top handlers, side picks, forklifts and heavy lifts, while providing a safe training environment for workers. While the details are still forthcoming, a facility operator would operate the Proposed Project as a workforce training facility to educate the current and future workforce on maritime and goods movement industries that serve the San Pedro Bay Port Complex (Port of Los Angeles and Port of Long Beach, collectively). This would be the first training facility in the United States dedicated to the goods movement sector, including training for longshore, trucking, and warehouse occupations. The Los Angeles Harbor Department (LAHD) would enter into a long-term entitlement at the Proposed Project site with a training facility operator to be identified in the future. For the analysis in the Initial Study Checklist, the Proposed Project is assumed to be in operation for 30 years.

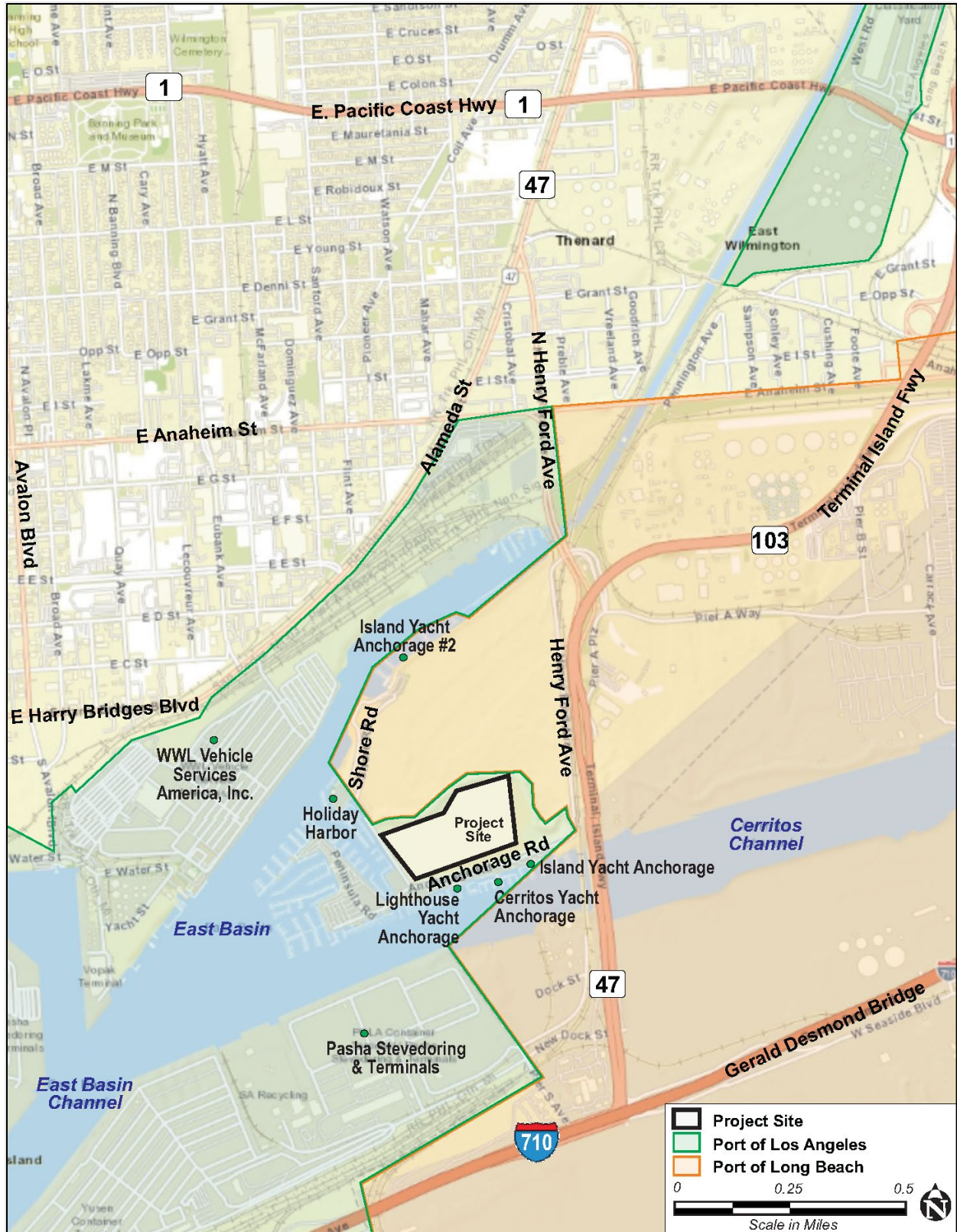
This section discusses the location, background, objectives, and description of the Proposed Project.

2.1.1 Project Location

Regional Setting

The Proposed Project site is located in the northern portion of the Port, approximately 20 miles south of downtown Los Angeles (Figure 2-1). The Port encompasses approximately 7,500 acres, including 3,300 acres of water and 43 miles of waterfront. The Port has approximately 270 commercial berths and 27 terminals, including leased facilities to handle containers, automobiles, dry bulk, breakbulk and liquid bulk products, and cruise ships, as well as extensive transportation infrastructure for intermodal cargo movement by truck and rail.

Figure 2-1. Project Location



The Port accommodates passenger cruise and ferry terminals, includes boat repair yards, and provides slips for 3,800 recreational vessels, 78 commercial fishing boats, 35 miscellaneous types of small-service craft, and 15 charter vessels for sport fishing and harbor cruises. The Port also accommodates water-dependent recreational, visitor-serving, community, and educational facilities, such as a public beach, the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

LAHD, a proprietary department of the City of Los Angeles (City), is charged with the operation, maintenance, and management of the Port in accordance with the City Charter. As landlord, LAHD leases properties to more than 300 tenants, including private terminal, tug, marine cargo, and cruise industry operators. LAHD administers the Port under the California Tidelands Trust Act of 1911, as amended, California Public Resources Code Section 6306 – Granted Public Trust Lands. The City Charter requires LAHD to manage and operate the Port to promote and accommodate maritime commerce, navigation and fishery.

The Proposed Project site is within Planning Area 2 of the Port, which consists of a variety of uses ranging from Containers, breakbulk, liquid and dry bulk and maritime support to recreational boating and open space, as designated by the Port Master Plan (LAHD, 2018). Recreational uses such as marinas are located nearby to the north, south, and west of the Proposed Project site (Figure 2-1). Nearby marinas include Island Yacht Anchorage (1500 Anchorage Road, #205d), Cerritos Yacht Anchorage (1400 Anchorage Road), Lighthouse Yacht Marina (Berth 205-B, 1300 Anchorage Road), Holiday Harbor (701 Shore Road), and Island Yacht Anchorage #2 (700 Shore Road). WWL Vehicle Services, Americas, Inc. is located at Berths 195-200A, approximately 0.26 mile northwest of the Proposed Project site across East Basin. Pasha Stevedoring & Terminals, LP (breakbulk) is located at Berths 206-209, approximately 0.16 mile southwest of the Proposed Project site across the Cerritos Channel (LAHD, 2023d). Property owned by the Port of Long Beach is located adjacent to the north and east.

Project Setting

The Proposed Project site is located at 1400 East Anchorage Road, Wilmington, CA 90744, northeast of the intersection of Shore Road and Anchorage Road within the City of Los Angeles, California. The site is bounded by Shore Road to the west, Anchorage Road to the south, a wetland to the northwest, and asphalt roads adjacent to partially undeveloped land to the north and east owned by the Port of Long Beach. The partially undeveloped land to the north and east appears to be in oil production as was apparent from several oil derricks, above-ground pipelines, and other infrastructure that were observed during a site visit in July 2022. Recreational uses such as boat marinas are located to the north, south, and west of the Proposed Project site, and automobile shipping and breakbulk cargo uses are located across the East Basin and Cerritos Channel (Figure 2-1).

Shore Road would provide the primary point of ingress and egress during construction and operations; a secondary egress on Anchorage Road would provide emergency access to comply with the City of Los Angeles Fire Department requirements. Regional access to the Proposed Project site is provided by SR-47 to the east, with local access provided by North Henry Ford Avenue to the east, Anchorage Road to the south, and Shore Road to the west (Figure 2-1).

Land Use and Zoning

The Proposed Project site is within an area covered by the Port Master Plan (PMP) (LAHD, 2018). The PMP establishes policies and guidelines to direct future development of the Port. The original plan became effective in April 1980, after it was approved by the Board of Harbor Commissioners and certified by the California Coastal Commission (CCC). The PMP was comprehensively updated in 2014 and certified by the CCC. The PMP was amended once more in 2018 and certified by the CCC.

The PMP includes five planning areas. The Proposed Project site falls into Planning Area 2, West Basin/Wilmington (LAHD, 2018). The Proposed Project would replace a potential redevelopment project for passive open space mentioned for the site in the PMP. PMP Section 5.4.4 states that the Proposed Project site was planned for development as passive open space with native habitats, wetlands, turf, hardscapes, and numerous trails. Planning Area 2 encompasses the West Basin and Wilmington areas and includes Berths 96-204. The West Basin consists of container terminals, while the remaining Wilmington areas consist of a variety of uses ranging from breakbulk at Berths 176-181, liquid bulk at Berths 148-150, and liquid and dry bulk uses on Mormon Island, to recreational boating and open space along Anchorage Road. The Wilmington Waterfront land uses provide public access to the waterfront at Berths 183-186.

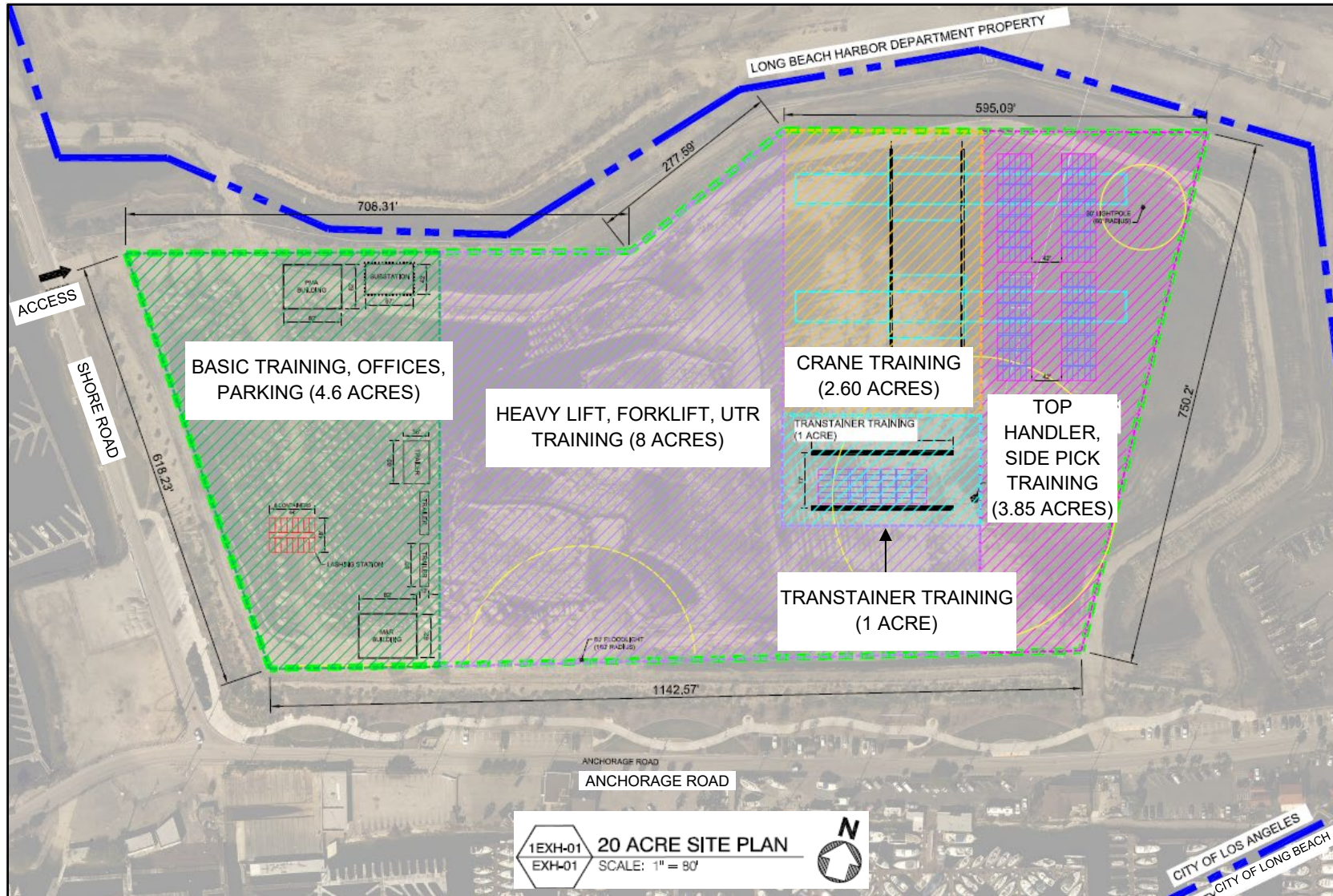
The Proposed Project site is on Assessor's Parcel Number (APN) 7440011908, which is designated as Open Space in the PMP (LAHD, 2018). The Proposed Project would require a PMP Amendment to update the designated land use for the site.

The Proposed Project site is zoned as qualified-light industrial ([Q]M2-1) and Heavy Industrial (M3) under the City of Los Angeles Zoning Ordinance (City of Los Angeles, 2023).

2.1.2 Proposed Site Plan

As discussed further in Section 2.1.3, Existing Site Conditions, the Proposed Project site is currently undeveloped and unoccupied, and contains dredged material consisting of soils of unknown origin that have been stored by the Port (Ninyo & Moore, 2022). The Proposed Project site is comprised of approximately 30 acres of land, of which 20 acres would be paved and developed under the Proposed Project. See Figure 2-2 for the proposed site plan. The final geometry of the site would be dependent on refinement of the final Project design.

Figure 2-2. Proposed Site Plan



Source: LAHD, 2023d

Note: This proposed site plan is subject to refinement as the Proposed Project design is further developed.

2.1.3 Existing Site Conditions

The Proposed Project site varies in elevation but is relatively flat with inclines in the southeast, eastern, and northeastern corners and central-western portion. Earthen berms are located to the south and west generally along the boundaries of the Proposed Project site. An alkali pond and several seasonal freshwater pools are present on the Proposed Project site. The Proposed Project site also contains soil stockpiles, debris, and dredge and fill material deposited at the site from past Port projects (Ninyo & Moore, 2022).

The Proposed Project site is currently unoccupied and was used as a dump site for excess soil for the past decade (Earth Mechanics, Inc., 2022). A site walk conducted by Ninyo & Moore on July 6, 2022 noted numerous stockpiles of various materials (various soil types, dredged materials, concrete slabs, asphalt, gravel, cobbles, boulders, etc.) at the north-central, northwest, and southwest portions of the site. Remnant debris such as piping, used tires, ceramic tiles, and a large roll-off waste bin were observed on the western half of the property, and a 55-gallon steel drum with unknown contents was also observed in the eastern portion of the property (Ninyo & Moore, 2022). Based on the soil stockpile characterization sampling conducted by Ninyo & Moore in May 2023, stockpiled soil contains concentrations of contaminants exceeding regulatory screening levels. Stockpiled soils would be characterized as both non-hazardous and non-Resource Conservation and Recovery Act (RCRA) hazardous waste (Ninyo & Moore, 2023a).

Ninyo & Moore also prepared the Baseline Soil, Soil Vapor, and Groundwater Investigation Report for the Proposed Project. The investigation determined that total petroleum hydrocarbons (TPH) and Title 22 metals in groundwater should not pose a substantial human health risk for site occupants. The investigation also found volatile organic compound (VOC) concentrations in soil vapor samples and identified the Project site being located within a methane zone (Ninyo & Moore, 2023b).

According to the California Geologic Energy Management Division (CalGEM) Well Finder tool, no active wells are within the Proposed Project site boundary, but the site includes several inactive wells as noted by the gray circle icons in Figure 2-3 (CalGEM, 2023).

Figure 2-3. CalGEM Well Finder Results

Source: CalGEM, 2023.

2.1.4 Project Background and Objectives

Project Background

In 2017, the California Workforce Development Board awarded the Port a High Road Training Partnership (H RTP) grant. The Port was one of the State's first recipients and was awarded the grant to promote a partnership between the Port, the Pacific Maritime Association (PMA) and the International Longshore & Warehouse Union (ILWU) (POLA, 2023a). The partnership's focus was to examine how to bring high road principles, such as equity, job quality, and sustainability into longshore work. The grant award and the high road partnership resulted in a mutual understanding for the need of a workforce training facility at the Port that could provide all goods movement workers with state-of-the-art training in a safe environment. In 2019, Port staff began to discuss a possible workforce training facility.

In June 2022, the California State Legislature adopted the State of California's Fiscal Year (FY) 2022-2023 budget, which was signed into law by Governor Newsom. The adopted budget includes \$110 million for construction of the Proposed Project facility provided in the following three annual installments: \$30 million in FY 2022-2023; \$40 million in FY 2023-2024; and \$40 million in FY 2024-2025. The adopted budget allows the State of California, through the California Workforce Development Board, to provide the funding to the Port in the above schedule, with the FY 2023-2024 and FY 2024-2025 allocation subject to approval of fund amounts in the budget for those fiscal years. In January 2024, the Governor addressed a State budget shortfall by adjusting the \$40 million previously scheduled for FY 2024-2025 to \$20 million in FY 2025/2026 and \$20 million in FY 2026-2027.

Over time, staff continued to refine the site locations and possible designs of the Workforce Training Facility, and the Port of Long Beach joined in efforts to move this project forward. As the goods movement sector is closely linked across the different nodes of the supply chain, staff began to develop the Workforce Training Facility design to benefit the entire goods movement sector and therefore focus on training in occupations related to longshore work, trucking, and warehousing.

The Proposed Project would be the first workforce training facility in the United States dedicated to the goods movement sector. The goal of the Workforce Training Facility is to provide a facility for the existing and future training needs in these occupations and provide a state-of-the-art facility to train workers in this industry on zero-emission cargo handling equipment as the San Pedro Bay Port Complex seek to transition to zero-emission cargo handling equipment by 2030 and drayage trucks by 2035. The Workforce Training Facility would replicate goods movement environments by providing skilled training programs such as the use and operation of STS cranes, transtainers, top handlers, side picks, forklifts and heavy lifts, while providing a safe training environment for workers. The Proposed Project is described in detail in Section 2.3.

Project Objectives

The primary objectives of the Proposed Project are to:

1. Prepare the existing site to support the construction and operation of a training facility devoted to educating current and future workforce on the maritime and goods movement industries serving the San Pedro Bay Port Complex.
2. Address the existing labor shortage by attracting new workers and providing opportunities for up-skilling or re-skilling to meet the needs of the cargo industry.
3. Increase cargo terminal efficiency by providing a modern workforce training facility implementing new technologies and in cooperation with local stakeholders.
4. Meet local environmental goals, including the transition to zero-emissions cargo handling equipment by 2030 and trucks by 2035, by incorporating zero- and near-zero emissions technologies and implementing new sustainability standards.
5. Develop previously vacant land on Port property in a manner that is consistent with underlying industrial zoning and adjacent industries operating within the Port of Los Angeles.

2.2 CEQA BASELINE

CEQA requires an EIR to include an assessment of the significance of a project's impacts in comparison to a baseline that consists of the existing physical environmental conditions at and near a project site. Baseline conditions are normally measured at the time of commencement of environmental review of a proposed project. CEQA Guidelines, Section 15125, subdivision (a), provides:

An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

The CEQA baseline for the Proposed Project is the existing conditions of the unoccupied site. Currently, no operations are taking place at the Proposed Project site, and therefore, no employee trips are being generated at the site. The Proposed Project would result in a new use at the site and could cause new potential impacts such as emissions, noise, and passenger vehicle trips associated with construction (site preparation and buildout) of the facility and proposed operations at the training facility.

2.3 PROJECT DESCRIPTION

2.3.1 Construction

The construction of the Proposed Project, including best management practices, schedule, phases, workforce, and equipment, are discussed in the following sections.

Construction Schedule

Proposed Project construction would be completed in two phases. Phase 1 would include earthwork improvements, and Phase 2 would include construction of the training facility. Construction of the Proposed Project is anticipated to take approximately 36 months in total for both phases.

Phase 1 (Earthwork Improvements). Earthwork improvements would involve the following sub-phases: (1) site preparation (including removal of abandoned piping and utility work for plugged oil wells), (2) vertical wick drain construction and surcharge, and (3) grading. Construction would typically be completed on Monday through Friday during daylight hours between approximately 8:00 a.m. and 4:00 p.m. Schedule adjustments may be required depending on various factors. Work would be sequential, is expected to begin in January 2026, and would take approximately 12 months to complete Phase 1.

Phase 2 (Construction of the Workforce Training Facility). Construction of the training facility is anticipated to be completed over approximately 24 months. Construction would include the following phases: (1) building construction, (2) pavement construction, (3) utility improvements (including installation of a substation), (4) crane rail construction, (5) pile driving, (6) fencing, and (7) striping. The estimated timeline of construction is as follows:

- Paving: 18 days
- Utility Work: 24 months
- Building and infrastructure development: 4 months

Construction sequencing would include overlap between the subphases such that construction would take up to 24 months to complete. Construction activities during Phase 2 would be completed on Monday through Friday during daylight hours between 8:00 a.m. and 4:00 p.m.

More details on the construction activities during each phase are provided in the following sections.

Phase 1: Earthwork Improvements

During this phase, LAHD would prepare the site prior to construction and operation of the proposed Workforce Training Facility. The site would be backfilled, compacted, and graded to provide a level site in preparation of Phase 2 (construction of the Workforce Training Facility). The Proposed Project site would be graded to direct surface runoff towards the proposed storm drain system. LAHD would first remove existing debris from the site, which would include concrete slabs, asphalt, gravel, cobbles, boulders, piping, used tires, and ceramic tiles. LAHD would remove all debris and backfill deficient areas with approximately 32,000 cubic yards (CY) of imported fill. Existing soil that is able to be retained on site would be strengthened by using a combination of surcharge and vertical wick drains to accommodate the proposed facility. Any excess soil material left over after grading would be used to construct a berm wall along the perimeter of the Proposed Project site. Existing plugged oil wells on site (Figure 2-3) would be assessed for abandonment if no responsible operator is present, in accordance with CALGEM Statutes and Regulations under California Public Resources Code (PRC) Sections 3208 and 3208.1. Dewatering of surface water and groundwater may be required to remove an existing alkali pond and several seasonal freshwater pools on the Proposed Project site. Following dewatering, wastewater would be temporarily stored on site in tanks for off-site disposal, and the areas would be backfilled.

Site infrastructure improvements would include installation of utility systems including electrical, sewer, water, storm drain, and telecommunication systems. During on-site earthwork improvement activities, the construction contractor would use a meter to obtain water from the municipal water supply for dust control. The contractor may apply for a permit to discharge wastewater directly into the nearest sewer, or wastewater may be temporarily stored on site for off-site disposal.

Hazardous or non-hazardous construction-generated waste, including existing soil stockpiles, would be hauled and disposed of at a licensed landfill permitted to accept the waste.

Phase 2: Construction of the Workforce Training Facility

Once the site has been prepared, LAHD would develop backland; construct a crane girder, lashing and electric equipment charging stations, and buildings; and install perimeter fencing, a crane, lighting, and other underground utilities. On the approximately 30-acre site, approximately 20 acres would be paved in preparation for construction of a parking lot, office buildings, trailers, and equipment training areas. Surface runoff from paved surfaces would be directed to the proposed storm drain system through the site grading completed under Phase 1 (Earthwork Improvements). Of the approximately 20 acres to be paved, approximately 4.6 acres of the western end of the Proposed Project site would likely be occupied by the approximately 20,000-square foot (SF) PMA office building, an approximately 300-space parking lot, an approximately 3,000-SF substation, three trailers totaling approximately 5,000 SF, an approximately 5,000-SF mechanic and repair building (M&R) to support both workforce training and on-site repairs for training equipment, and an approximately 3,000-SF lashing station (LAHD, 2023e). As discussed in Section 2.1.2, the final geometry of the site may vary depending on refinement of the final Project design. A proposed site plan is provided as Figure 2-2 in Section 2.1.2, but is subject to refinement as the Proposed Project design is further developed.

The Proposed Project site would include several outdoor training areas. Approximately 8 acres of the Proposed Project site would be developed for heavy lift, forklift, and utility tractor rig (UTR) training operations. Approximately 2.6 acres would be developed for crane training; approximately 1 acre would be developed for transtainer training; and approximately 3.85 acres would be developed for top handler and side pick training. Moveable K-rail fencing would be placed in the outdoor training areas.

The buildings that would be constructed would be used for indoor activities, such as crane simulators, personnel training, restrooms, break rooms, storage, strength and agility space, and conference rooms. Approximately 20,000 SF of the Proposed Project site (Figure 1) would be dedicated to PMA office space. One 100-person-capacity general safety training classroom and three 50-capacity general use classrooms would be constructed. All buildings would be Leadership in Energy and Environmental Design (LEED) certified.

The lighting for the entire Proposed Project site would include four 100-foot-high mast light poles, ten 80-foot flood lights, and twelve 30-foot light poles. Additional electrical improvements, including the installation of a new substation, at the site would include new utility services for the new office and M&R buildings, classrooms, site lighting, STS cranes, and electric vehicle and equipment charging infrastructure, including the construction of a new substation.

Heavy equipment for training operations would also be transported to the Proposed Project site for installation. The STS cranes may be transported in parts to the Proposed Project site by ship and truck and assembled on site. Smaller equipment such as the top handlers, side picks, forklifts, heavy lifts, UTRs, and payloaders may be transported by large truck.

Training equipment to be transported to the site would include the following (LAHD, 2023e):

- STS cranes
- Transtainer
- Top handlers
- Side pick
- Forklifts
- Heavy lifts
- UTRs
- Payloader
- Winch

Additional details about the training equipment to be used at the facility are described in Section 2.3.2, Operation.

Construction Workforce and Equipment

Up to 50 construction workers per day would be required for construction (LAHD, 2023b, 2023c).

Construction equipment for earthwork improvements under Phase 1 is anticipated to include the following (LAHD, 2023c):

- Tractor/loader/backhoes
- Scrapers
- Rollers
- Cement and mortar mixers
- Water trucks
- Rubber tired dozers
- Graders
- Paving equipment
- Excavators
- Dump trucks

Equipment to construct the training facility during Phase 2 is anticipated to include the following (LAHD, 2023c):

- Welders
- Forklifts
- Graders
- Tractor/loader/backhoes
- Cranes
- Generators
- Generator sets
- Air compressors
- Barges

Best Management Practices

The Proposed Project would include implementation of standard construction best management practices (BMPs) in accordance with the Proposed Project's construction Stormwater Pollution Prevention Plan (SWPPP) to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) (CGP) and any subsequent iterations for stormwater discharges associated with construction. Fuel would be stored on site to allow for on-site refueling of construction equipment. Industry-standard BMPs would be developed to ensure safe storage, prevent hazardous conditions, and minimize accidents. All equipment would be serviced and inspected before work. The construction contractor would prepare a Health and Safety Plan to address proper handling, storage, and disposal of hazardous materials used during construction.

Shore Road would provide the primary point of ingress and egress during construction (Figure 2-1). Construction traffic control would follow LAHD's On-Site Traffic Control requirements, which include providing temporary traffic controls such as flag persons, signs, and barricades necessary to control traffic during construction in conformance with the California Manual of Uniform Traffic Control Devices. Construction activities that affect traffic flow on the arterial system would be scheduled to off-peak hours to the extent practicable (POLA, 2023b). The construction contractor would be required to regulate speed on the Proposed Project site and laydown areas to minimize generating dust.

2.3.2 Operation

Operations at the Proposed Project site would consist of various types of training that would take place on a daily basis ranging from classroom training to hands-on equipment training. Proposed buildings and facilities to support training operations are described in Section 2.3.1, Construction (see "Phase 2: Construction of the Workforce Training Facility"). Shore Road would provide the primary point of ingress and egress during operation; a secondary egress on Anchorage Road would provide emergency access to comply with the City of Los Angeles Fire Department requirements. Regional access to the Proposed Project site is provided by SR-47 to the east, with local access provided by North Henry Ford Avenue to the east, Anchorage Road to the south, and Shore Road to the west (Figure 2-1). A proposed site plan is provided as Figure 2-2 in Section 2.1.2, which is subject to refinement as the Proposed Project design is further developed.

The facility operator would operate the Proposed Project site for 30 years, commencing in approximately 2029. Up to 150 full-time and part-time employees would work at the site in one shift during operations; in addition, up to 300 trainees are anticipated to visit the site per day but not at the same time (LAHD, 2023b, 2023c). The site would be open for operations on Monday through Friday between 7:00 a.m. and 5:00 p.m. regularly with night shift training, when necessary, occurring between 6:00 p.m. and 3:00 a.m.

Workers would be trained on the use of the following equipment (see Table 2-1):

- Two STS cranes
- One transtainer
- Four top handlers
- One side pick
- Four heavy lifts
- Six forklifts
- 14 UTRs
- Payloader
- Winch

Workers would also be trained on lashing and signaling procedures and maintenance and repair work. Training for longshore skills is part of an onboarding process administered by the PMA for entry level longshore workers. Longshore training would also include specific skills training for incumbent workers. Training for occupations in trucking and warehousing would involve coordination with academic institutions, employers, and union partners that would require space for the training on an as-needed basis. In addition to specific training programs across the various occupations mentioned, the Workforce Training Facility would focus on providing training opportunities on operation and maintenance of new zero emission cargo handling equipment such as battery electric and hydrogen fuel cell technology.

Maintenance of the Proposed Project would include mechanical maintenance and as-needed repairs of skill training equipment that would require coverage under the Stormwater Industrial General Permit (IGP) and proposed Commercial, Industrial, and Institutional (CII) Permit. Third-party vendors would provide daily cleaning services and as-needed HVAC servicing. Additional as-needed building repairs would be conducted sporadically by third-party vendors or contractors.

Table 2-1 provides photos and brief descriptions of the equipment to be used during training operations.

Table 2-1. Anticipated Training Equipment



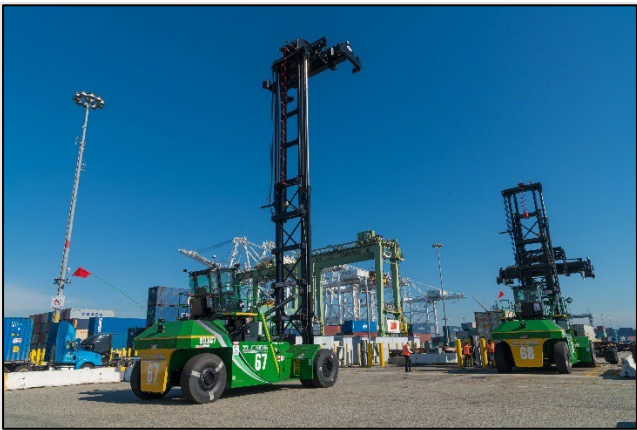
Ship-to-Shore (STS) Crane. A large dockside gantry crane used at container terminals to load and unload containers from cargo ships. A landside STS crane would be used at the Workforce Training Facility to simulate typical STS crane operations, without cargo ships at the site.



Transtainer. A large gantry crane consisting of parallel frame bars with crossbars that hold the crane mechanism over the container stacks. Used to load, unload, or stack containers.



Utility Tractor Rig (UTR). Semi-tractor used to move trailers within a cargo yard, warehouse facility, or intermodal facility.



Top Handler. A cargo container handler with an overhead boom used to lift containers up to 100,000 pounds.



Side Pick. A flexible front or side loader that can reach up to multiple stacks of containers.



Forklift and Heavy Lift. Used for the loading and unloading of goods over short distances.



Payloader. Machinery used to load and carry materials or large objects across a job site or to place loads into other vehicles or areas.



Winch. A device that holds a line or cable to keep a vessel tightly secured while docked.

Source: Crowley, Michael, 2021; Eusebio, Dustin, 2022; Flexport, 2023; Liebherr, 2023; Nautic Expo, 2023; Paceco Corp., 2021; World Ports Sustainability Program, 2023.

3.0 PROJECT PERMITS AND APPROVALS

Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to the CEQA Guidelines (14 California Code of Regulations [CCR] 15367), the CEQA lead agency for the Proposed Project is LAHD.

The approvals or permits that could be required for the Proposed Project include, but would not be limited to, the following actions by the identified agencies:

- South Coast Air Quality Management District (equipment permits)
- Los Angeles County Regional Water Quality Control Board Storm Water Permits (Construction General Permit; Industrial General Permit; Commercial, Industrial & Institutional Permit, as applicable)
- City of Los Angeles Sanitation District Wastewater Permit
- City of Los Angeles Department of Building and Safety Permit
- City of Los Angeles Fire Department
- LAHD Entitlement, Port Master Plan Amendment, and Coastal Development Permit
- Port of Long Beach
- California Coastal Commission Port Master Plan Amendment (with concurrence by the California Coastal Commission)

4.0 INITIAL STUDY CHECKLIST

1	Project Title:	Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility
2	Lead Agency Name and Address:	Los Angeles Harbor Department (LAHD) Environmental Management Division 425 South Palos Verdes Street San Pedro, California 90731
3	Contact Person and Phone Number:	Nicole Enciso (310) 732-3615
4	Project Location:	1400 East Anchorage Road San Pedro Port of Los Angeles
5	Project Sponsor's Name and Address:	Los Angeles Harbor Department (LAHD) 425 South Palos Verdes Street San Pedro, California 90731
6	Port Master Plan Designation:	Planning Area 2, West Basin/Wilmington – Open Space
7	Zoning:	Qualified Light Industrial ([Q] M2-1), Heavy Industrial (M3)
8	Description of Project:	<p>The Proposed Project's construction would include site preparation such as grading, compacting, and paving as well as the construction of buildings, utilities, and accessory structures to support workforce training activities.</p> <p>The Proposed Project's operations would include providing skilled training programs that would replicate goods movement environments such as the use and operation of ship-to-shore cranes, transtainers, top handlers, side picks, forklifts, and heavy lifts, while providing a safe training environment for workers. The Pacific Maritime Association and International Longshore and Warehouse Union would participate in the Proposed Project as a workforce training facility to educate the current and future workforce on maritime and goods movement industries that serve the San Pedro Bay Port Complex (Port of Los Angeles and Port of Long Beach, collectively). LAHD would enter into a long-term entitlement at the Proposed Project site with a training facility operator to be identified in the future.</p>
9	Surrounding Land Uses/Setting:	The Proposed Project site is surrounded by a variety of uses ranging from liquid and dry bulk to recreational boating and open space. Nearby marinas include Island Yacht Anchorage, Cerritos Yacht Anchorage, Lighthouse

		Yacht Marina, Holiday Harbor, and Island Yacht Anchorage #2. WWL Vehicle Services, Americas, Inc. and Pasha Stevedoring & Terminals, LP are located approximately 0.26 mile northwest and 0.16 mile southwest of the Proposed Project site, respectively. Property owned by the Port of Long Beach is located adjacent to the north and east.
10	Other Public Agencies Whose Approval Is Required:	<ul style="list-style-type: none"> ▪ South Coast Air Quality Management District ▪ Los Angeles County Regional Water Quality Control Board ▪ City of Los Angeles Sanitation District ▪ City of Los Angeles Department of Building and Safety ▪ City of Los Angeles Fire Department ▪ City of Los Angeles Harbor Department ▪ Port of Long Beach ▪ California Coastal Commission Port Master Plan Amendment (with concurrence by the California Coastal Commission)
11	Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21808.3.1?	No (refer to Section 5.18, Tribal Cultural Resources)

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project (i.e., the Proposed Project would involve at least one impact that is a “Potentially Significant Impact”), as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Land Use Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

4.2 DETERMINATION

On the basis of this initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the Proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.



02/01/2024

Signature

Date

Lisa Wunder, Acting Director
 Environmental Management Division
 City of Los Angeles Harbor Department

4.3 ENVIRONMENTAL CHECKLIST

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “no impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “no impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “no impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially significant impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “potentially significant impact” entries when the determination is made, an EIR is required.
4. “Negative declaration: less than significant with mitigation incorporated” applies when the incorporation of mitigation measures has reduced an effect from a “potentially significant impact” to a “less-than-significant impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less -than -significant level.
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:
 - (a) Earlier analysis used. Identify and state where earlier analyses are available for review.
 - (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation measures. For effects that are “less than significant with mitigation incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site -specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - (a) the significance criteria or threshold, if any, used to evaluate each question, and
 - (b) the mitigation measure identified, if any, to reduce the impact to a less-than-significant level.
10. The evaluations with this IS assume compliance with all applicable federal, state, and local laws, regulations, rules, and codes. In addition, the evaluation assumes that all conditions in applicable agency permits are complied with, including but not limited to local permits, air quality district permits, water quality permits and certifications, United States (U.S.) Army Corps of Engineers permits, and other agency permits, as applicable.

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland-zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
c. Be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
11. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5.0 ENVIRONMENTAL ANALYSIS

5.1 AESTHETICS

Discussion:

a. **Would the project have a substantial adverse effect on a scenic vista?**

Less-than-Significant Impact. The Conservation Element of the City of Los Angeles General Plan defines a scenic vista as a panoramic public view with access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles, 2001). No sensitive public viewpoints or scenic vistas are in the immediate Project vicinity; however, panoramic views of the Port and Pacific Ocean are available from distant public vantages. The site provides distant views of industrial and cargo activities at nearby terminals.

The Proposed Project's construction would include backfilling, grading, compacting, and installation of equipment and buildings, followed by operation of the Workforce Training Facility. Overall, the Proposed Project would blend in with the existing industrial visual character of the Port, as the areas surrounding the Proposed Project site are highly developed and include recreational, automobile shipping, and breakbulk cargo uses. The Proposed Project site is currently unoccupied, and the Proposed Project would include new buildings and training equipment, including large equipment such as STS cranes and transtainers (Table 2-1). Although the Proposed Project site is currently minimally developed, it has signs of previous disturbance such as abandoned utilities, soil and debris stockpiles, and other remnant abandoned refuse. Views of the site from adjacent public roads (Anchorage Road and Shore Road) are primarily obscured by the existing earthen berms and trees along the southern and western borders of the site. Furthermore, large equipment training operations would likely take place in the northeastern/central eastern portions of the Proposed Project site that would be at distances far enough to be minimally visible from nearby public vantage points (Figure 2-2).

While construction and operation of the Proposed Project would change the visual characteristics of the site, the Proposed Project would not have any substantial adverse effects on a scenic vista. The Proposed Project would not substantially affect overall views within the area, as the site is already disturbed and located on an elevated portion of land surrounded by earthen berms that block views of the site from public vantage points. The Proposed Project would be consistent with views that currently exist within the Port and would not degrade or block public views of any scenic vistas. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. The Proposed Project site is not visible from an eligible or designated State scenic highway. The nearest designated State scenic highway is located approximately 25 miles northwest of the Proposed Project site (State Route [SR]-91 post miles 9.2-13.4). The nearest eligible State scenic highway (State Highway 1 from SR-19 near Long Beach to Interstate [I]-5 south of San Juan Capistrano) is approximately 6 miles northeast of the Proposed Project site (Caltrans, 2018). In addition to California Department of Transportation (Caltrans)-designated State scenic highways, the City of Los Angeles has city-designated scenic highways, but the Proposed Project site is not visible from any of these highways (City of Los Angeles, 2016). No scenic resources, including but not limited to trees, rock outcroppings, or historic buildings, within a State scenic highway could be substantially damaged by the Proposed Project. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-Significant Impact. The Proposed Project site is located in an urbanized area and would not conflict with any applicable zoning and land use regulations governing scenic quality. Although the Proposed Project would include the construction of new buildings and installation of training equipment, including STS cranes and transtainers, the Proposed Project site is currently zoned qualified-light industrial ([Q]M2-1) and Heavy Industrial (M3), and the Proposed Project would not require any changes to the existing zoning (City of Los Angeles, 2023). In addition, the Proposed Project site has been disturbed by previous construction activities and stockpiling. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-Significant Impact. The Proposed Project site is currently unoccupied and does not contain lighting. As described in the Section 2.3, Project Description, four 100-foot-high mast light poles, ten 80-foot-high flood lights, and twelve 30-foot-high light poles would be installed where needed throughout the Proposed Project site. The nighttime lighting environment in the Proposed Project vicinity consists mainly of ambient light produced from street lighting adjacent to the Proposed Project site, marinas, parking lots, and other facility lighting at the Port. The primary source of nighttime illumination at the Port is the extensive system of down lights and flood lights attached to the tops of tall light poles throughout the terminals. Bright, high-intensity boom lights are attached on top of shipping cranes along the edge of terminals and channels along the harbor.

The Proposed Project would not introduce any high-intensity boom lights during construction or operation. While the Proposed Project would install new lighting structures along the perimeter of the site, which would include high mast light poles that would be used during night shift training between 6:00 p.m. and 3:00 a.m., the design would follow backlight, up-light, and glare (collectively referred to as “BUG”) requirements contained in building code requirements. Lighting would be directed toward the Proposed Project site rather than toward the water or liveaboard tenants, which may potentially be on boats at the marinas to the north, south, and west of the Proposed Project site. The Proposed Project would not produce substantial light or glare which would affect day or nighttime views of the area. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

5.2 AGRICULTURE AND FORESTRY RESOURCES

Discussion:

- a. **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The California Department of Conservation’s (DOC) Farmland Mapping and Monitoring Program identifies the Proposed Project site as Other Land, which is defined as land not included in any other mapping category or vacant and nonagricultural land surrounded by urban development and greater than 40 acres (DOC, 2022). The Proposed Project site is located within an industrial area and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance that would be converted to accommodate the Proposed Project. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- b. **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The Williamson Act aims to preserve agricultural and open space lands by restricting use to farming and ranching uses through a contract between local governments and private landowners (DOC, 2023b). The Proposed Project site is zoned qualified-light industrial ([Q]M2-1) and Heavy Industrial (M3) under the City of Los Angeles Zoning Ordinance, and no agricultural zoning designations or agricultural uses are within the Proposed Project limits or adjacent areas (City of Los Angeles, 202). No agricultural or open space land with Williamson Act contracts is located within the Proposed Project site. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- c. **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

No Impact. As discussed in Section 5.2(b) above, the Proposed Project site is zoned for qualified-light industrial uses ([Q]M2-1) and Heavy Industrial (M3) under the City of Los Angeles Zoning Ordinance, and no forest land is within or near the Proposed Project site (City of Los Angeles, 2023). The Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- d. **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. The Proposed Project site is located in the northern portion of the Port, which does not include forest land. The Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- e. **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

No Impact. As discussed in Sections 4.2(a) through (d) above, no Farmland or forest land are within the Proposed Project site or the surrounding area. The Proposed Project site is located in a highly urbanized and industrial area. The Proposed Project would not involve changes in the existing environment that could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.3 AIR QUALITY

Discussion:

- a. **Would the project conflict with or obstruct implementation of the applicable air quality plan?**

Potentially Significant Impact. The Proposed Project would result in increased emissions of criteria air pollutants associated with site preparation, building construction, and training operations, which would include employee and trainee vehicle trips. Project construction activities are estimated to take approximately 36 months for both phases. Emissions from operations would last over the duration of the entitlement term (30 years).

Additional analysis is required to determine whether the Proposed Project would conflict with applicable air quality plans, including the Air Quality Management Plan for the South Coast Air Basin and the Clean Air Action Plan. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Potentially Significant Impact. The South Coast Air Basin has a history of non-attainment conditions and violations of the ambient air quality standards. The Proposed Project, in conjunction with other related projects, has the potential to make a substantial contribution to significant cumulative air quality impacts. Additional analysis is required to determine whether the Proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is designated non-attainment status. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are members of the population that are particularly susceptible to adverse health impacts from air contaminants. The following are land uses where sensitive receptors are typically located: residences, schools, playgrounds, childcare centers, and health care facilities. No schools, playgrounds, childcare centers, or health care facilities are within or adjacent to the Proposed Project site. The nearest schools, Wilmington Park Elementary School and George De La Torre Junior Elementary School, are located approximately 1.1 miles north and northwest of the Proposed Project site, respectively. No residential zoning is located within the Port,¹ although liveaboard tenants may potentially be on boats at the marinas to the north, south, and west of the Proposed Project site. Sensitive receptors may also be located within nearby residential communities to the north and northwest of the Proposed Project site.

Construction activities may expose sensitive receptors to air pollution in the form of combustion exhaust and fugitive dust. Operational activities, including the workforce training operations, may also expose sensitive receptors to increased levels of criteria air pollutants. According to the Baseline Soil, Soil Vapor, and Groundwater Investigation Report prepared by Ninyo & Moore on behalf of LAHD, VOCs are present in soil vapor, and the Proposed Project site is within a methane zone per the City of Los Angeles Municipal Code. Occupants inside the proposed buildings may be exposed to VOC concentrations and methane (Ninyo & Moore, 2023b).

¹ Residential housing is not a permitted use at the Port of Los Angeles under the state's Tidelands grants.

Additional analysis is required to determine whether the Proposed Project would expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- d. **Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Potentially Significant Impact. Construction of the Proposed Project may cause odors from the use of diesel-powered heavy equipment and fueling activities. Odors from operation of the Proposed Project would be from vehicle and equipment operation by employees and trainees and may affect nearby receptors such as liveboard tenants and recreational visitors at the adjacent marinas. Additional analysis is required to determine whether the Proposed Project would result in emissions such as odors that may adversely affect a substantial number of people. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

5.4 BIOLOGICAL RESOURCES

Discussion:

- a. **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

Potentially Significant Impact. The Proposed Project site is vacant land that has been disturbed by previous construction activities and stockpiling. Over time, the site has developed conditions that support a mosaic of native and non-native species with several wildlife habitats including an alkali pond, seasonal freshwater pools, saltbush shrublands, and fields of herbaceous species. Several special-status species were observed on the Proposed Project site. During site visits conducted on April 10 and May 22, 2023, biologists with Aspen Environmental Group (Aspen) observed numerous native and non-native species of plants. Of these, three special-status species were observed including southern tarplant (*Centromadia parryi ssp. Australis*), estuary seablite (*Suaeda esteroa*), and woolly seablite (*Suaeda taxifolia*). Aspen biologists also observed numerous species of wildlife on the Proposed Project site, including two special-status species, the Belding's savannah sparrow (*Passerculus sandwichensis beldingi*) and burrowing owl (*Athene cunicularia*). Several additional species of special-status plants and animals also have a moderate to high potential to be present within the Proposed Project site.

Additional analysis is required to determine whether the Proposed Project would have a substantial adverse effect on candidate, sensitive, or special-status species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- b. **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

Potentially Significant Impact. As discussed above, the Proposed Project site has several wildlife habitat or natural communities present such as an alkali pond, seasonal freshwater pools, saltbush shrublands, and fields of herbaceous species. While none of these are riparian habitat, they may be recognized as sensitive natural communities as identified in City or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additional analysis is required to determine whether the Proposed Project would have a substantial adverse effect on sensitive natural communities. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- c. **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Potentially Significant Impact. As discussed above, an alkali pond and several seasonal freshwater pools are present on the Proposed Project site. These aquatic features appear to be isolated and do not connect to traditional navigable waters, which would likely exclude these features from being federally protected wetlands, regulated by the U.S. Army Corps of Engineers (USACE). These features are likely to be regulated by the Los Angeles Regional Water Quality Control Board (LARWQCB) and California Department of Fish and Wildlife (CDFW) as wetlands or jurisdictional lakebeds. In addition to the ponds and pools within the Proposed Project site, a tidal wetland is present along Shore Road, less than 50 feet from the northwest corner of the Proposed Project site. These adjacent wetlands are expected to fall under the jurisdiction of the USACE, LARWQCB, and CDFW but are not expected to be directly affected by the Proposed Project. Potential indirect impacts on these adjacent wetlands could result from runoff during construction or unauthorized discharge from the Proposed Project site, or changes in site drainage that could reduce natural flows into the wetland. Best management practices (BMPs) would be implemented in accordance with SWPPP requirements related to construction to comply with the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) (CGP) and any subsequent iterations for stormwater discharges associated with construction. In addition, the Proposed Project site would be graded to direct surface runoff from paved surfaces towards the proposed storm drain system and not into the adjacent wetlands. However, additional analysis is required to determine whether the Proposed Project would have a substantial adverse effect on protected wetlands. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- d. **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Potentially Significant Impact. The Proposed Project site is a largely isolated land block of wildlife habitat surrounded by industrial and commercial development. The Proposed Project site is expected to support localized movement of some species, such as coyotes (*Canis latrans*) within the Port but is not expected to support migratory pathways or wildlife corridors. The site does provide nursery sites for many species including a den site for coyote and nest sites for many birds including mallards (*Anas platyrhynchos*) and other native species. Nesting birds are protected by the Migratory Bird Treaty Act and California Fish and Game Code.

The Proposed Project is not expected to adversely affect the movement of any native resident or migratory fish or wildlife species or adversely affect established native resident or migratory wildlife corridors. The Proposed Project does have the potential to adversely affect the use of native wildlife nursery sites on the Proposed Project site if the Proposed Project activities cause direct physical disturbance of the nursery sites or result in nuisance impacts from noise. Additional analysis is required to determine whether the Proposed Project would interfere substantially with native wildlife nursery sites. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- e. **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The Proposed Project site is located in a disturbed area with a mosaic of native and non-native vegetation that continues to be frequently disturbed. This on-going disturbance regime has prevented the establishments of native trees on the Proposed Project site. A limited number of non-native ornamental trees may be removed as part of the Proposed Project, but no native trees are expected to be affected. The only biological resources protected by the City's Ordinance (Ordinance No. 177404) pertain to specific tree species including oak trees, Southern California black walnut, Western sycamore, and California Bay. All trees observed onsite are non-native, none of which are protected by the City's Ordinance. The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, the Proposed Project would result in no impacts, and this topic will not be addressed further in the EIR.

- f. **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?**

No Impact. No adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans overlap with the Proposed Project area (USFWS, 2023). The nearest conservation plan area is the Rancho Palos Verdes Natural Community

Conservation Plan area, which is located over 4 miles west of the Proposed Project area (City of Rancho Palos Verdes, 2019). The County of Los Angeles (County) has established official, designated areas, referred to as Significant Ecological Areas (SEAs), within the County that contain rare or unique biological resources. The Terminal Island (Pier 400) California least tern nesting site is the only SEA in the Port and is located roughly 4 miles southwest of the Proposed Project site. The Proposed Project would not disturb the nesting site on Pier 400 because of the distance of the Proposed Project site from the SEA. The Proposed Project would not conflict with adopted conservation plans related to biological resources. Therefore, the Proposed Project would result in no impacts, and this topic will not be addressed further in the EIR.

5.5 CULTURAL RESOURCES

Discussion:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

Less-than-Significant Impact. A review of historic aerial photographs identified that holding tanks once occupied the site from 1952 to 1993. While the Proposed Project site is currently vacant, the Proposed Project's activities have the possibility of encountering unknown buried resources during earthwork. In the unlikely event that any prehistoric artifact of historic period materials or bone, shell or nonnative stone is encountered during construction activities, work shall be immediately stopped, the area secured, and work relocated to another area until the found materials can be assessed by a qualified archaeologist. Examples of such cultural materials might include historical trash pits containing bottles and/or ceramics; structural remains or concentrations of grinding stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; and flakes of stone not consistent with the immediate geology such as obsidian or fused shale. The contractor shall stop construction within 30 feet of the location of these finds until a qualified archaeologist can be retained to evaluate the find. If the resources are found to be significant, they shall be avoided or shall be mitigated consistent with State Historic Preservation Officer Guidelines. Adherence to existing regulatory requirements and the construction specifications for the inadvertent discovery of archaeological resources would ensure that no significant impacts on historical resources would result from the construction of the Proposed Project. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Potentially Significant Impact. The Proposed Project's activities have the possibility of encountering unknown buried resources during earthwork. The standard measures discussed above would be implemented during construction of the Proposed Project.

However, additional analysis is required to determine whether the Proposed Project may result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. No known cemeteries or burials are known to occur at the Proposed Project site, and the site is underlain by a variable mix of sands, silts, and clay consistent with the estuarine deposits in the area and the hydraulic fill dredge material used to construct the nearby islands (Ninyo & Moore 2022). Neither of these deposits are considered sensitive for human remains, historically or prehistorically. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.6 ENERGY

Discussion:

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-Significant Impact. The Proposed Project would require the consumption of energy resources in the form of non-renewable fossil fuels and electricity for site power. Construction would involve the short-term use of transportation fuels and electricity by various equipment, such as off-road equipment. Construction would take approximately 36 months. Construction would not require a substantial use of electricity as most equipment would be powered by diesel, gasoline, or propane. Operations would require electric power and transportation fuels, primarily gasoline and diesel, due to equipment and vehicles accessing the site and the operation of training equipment, such as STS cranes, transtainers, utility tractor rigs, and top handlers, over the duration of the entitlement term (30 years). Over time, and by 2030, all cargo handling equipment would transition to zero-emissions equipment (battery electric and hydrogen fuel cell).

The Los Angeles Department of Water and Power (LADWP) would provide electrical services to the Proposed Project site. LADWP has an electrical transmission capacity of about 8,019 megawatts and serves over 4 million residents and businesses in the City of Los Angeles (LADWP, 2023). LADWP participates in Statewide policies and programs that promote the use of renewable resources in the electricity supply and reduction in the carbon-intensity of transportation fuels. Implementation of the State of California's Low-Carbon Fuel Standard regulations and the State's long-term goal for carbon neutrality by 2045 or earlier require transportation fuels used in California to transition to renewable fuel sources or zero-emission technologies. The electricity supply is on a long-term trend of decarbonization as a result of California's Renewable Portfolio Standard. Over time, increasing portions of the Proposed Project's energy use would be provided from renewable supplies that would decrease the

Proposed Project's use of non-renewable fuels. The energy necessary to develop and operate the proposed facilities would be used efficiently and would represent a negligible portion of state-wide energy consumption.

Construction and operation of the Proposed Project would be consistent with existing land uses in the Port's Wilmington area and would provide workforce training services to help meet the workforce demands of the San Pedro Bay Port Complex. One of the Proposed Project's primary objectives is to meet the goal of transitioning to zero-emissions cargo handling equipment by 2030 and zero-emissions drayage trucks by 2035. Not only would operational training equipment transition to zero-emissions, but workforce training activities would support Port-wide zero-emissions equipment handling. Therefore, the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, nor would the Proposed Project introduce unnecessary energy consuming equipment or processes. Furthermore, the use of energy to power zero-emissions equipment and vehicles would reduce environmental impacts associated with air emissions over the long-term operation of the Proposed Project. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The Proposed Project would include construction and operation of a workforce training facility to train local workers in Port maritime and goods movement industries, up-skill and re-skill workers, and meet local zero-emissions goals by transitioning to zero-emissions cargo handling equipment and vehicles. The Proposed Project would not conflict with adopted state or local renewable energy or energy plans. The Proposed Project would support Port-wide energy goals of zero-emissions cargo handling equipment by 2030 and zero-emissions drayage trucks by 2035. The Proposed Project would not require the removal of any existing renewable energy infrastructure, such as solar or wind-powered electric generating facilities.

The City of Los Angeles would need to issue Building and Safety Permits for new buildings and would ensure compliance with energy efficiency requirements under the California Green Building Code and Appliance Efficiency Regulations (Title 24 and Title 20 of the California Code of Regulations, respectively). LAHD is responsible for design, inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. The energy necessary to develop and operate the proposed facilities would be used efficiently and would represent a negligible portion of state-wide energy consumption. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

5.7 GEOLOGY AND SOILS

Discussion:

a. **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less-than-Significant Impact. The Proposed Project site is located in a seismically active area of southern California. The closest Alquist-Priolo zoned fault is the Newport-Inglewood fault zone located approximately 4.5 miles northeast of the Proposed Project site (CGS, 2023); fault rupture from this fault is not anticipated due to the fault's distance from the site. The Compton thrust fault crosses the Proposed Project site (USGS, 2023a). While this fault is a buried blind thrust fault that does not reach the surface and would not result in primary surface fault rupture in the event of an earthquake, a large earthquake on the Compton thrust fault could result in secondary fault related fractures due to underlying earthquake related folding.

Although the Proposed Project site is underlain by a blind thrust fault, and employees and trainees would be present either within the proposed buildings or outside for equipment training, all buildings would be built according to state and local building codes related to seismic safety. Incorporation of modern standard engineering and safety standards in the Proposed Project design and compliance with LAHD engineering criteria and current Los Angeles Building and Municipal Codes would minimize adverse effects on people and structures. Emergency planning and coordination would also reduce injuries to on-site personnel during seismic activity. With incorporation of emergency planning and compliance with current regulations and standard engineering practices, the Proposed Project would not cause potential substantial adverse effects involving rupture of a known earthquake fault. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

ii) **Strong seismic ground shaking?**

Less-than-Significant Impact. As discussed above, the Proposed Project site is located in a seismically active area of southern California with numerous on- and offshore active faults capable of generating large earthquakes and significant seismic ground shaking in the Proposed Project area. Faults in the Proposed Project vicinity include the Compton thrust fault, Cabrillo fault, Palos Verdes fault zone, and Newport-Inglewood-Rose Canyon fault zone (USGS, 2023a). Offshore

faults in the Proposed Project vicinity include the offshore sections of the Palos Verdes and Newport-Inglewood-Rose Canyon fault zones (USGS, 2023a).

The Proposed Project site may experience strong to very strong ground shaking from a large earthquake on any of these faults. The exposure of people and structures to seismic ground shaking is a potential risk with or without the Proposed Project and cannot be avoided. However, as discussed above, incorporation of modern standard engineering and safety standards in the Proposed Project design and compliance with LAHD engineering criteria and current Los Angeles Building and Municipal Codes would minimize adverse effects on people and structures. Emergency planning and coordination would also reduce injuries to on-site personnel during seismic activity. With incorporation of emergency planning and compliance with current regulations and standard engineering practices, the Proposed Project would not cause potential substantial adverse effects involving strong seismic ground shaking. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. The Proposed Project site is located within a mapped California Geological Survey liquefaction zone (CGS, 2023). Hydraulic and alluvial fill are common in the Port and harbor areas, and in conjunction with shallow groundwater levels, these areas are subject to liquefaction and lateral spreading in the event of large earthquakes. However, incorporation of modern standard engineering and safety standards in the Proposed Project design, and compliance with LAHD engineering criteria and current Los Angeles Building and Municipal Codes would minimize adverse effects on people and structures. With incorporation of these standards and compliance with current requirements, the Proposed Project would not cause potential substantial adverse effects involving seismic-related ground failure. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

iv) Landslides?

No Impact. The Proposed Project site and surrounding area are generally flat to gently sloping with some hummocky topography due to soil stockpiles and are not located within a mapped California Geological Survey landslide hazard zone (CGS, 2023). The Proposed Project site and immediately surrounding area would not be subject to landslides due to natural causes, Project construction, or seismic events. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

b. Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. The Proposed Project would include grading and excavation activities during construction that would loosen soils and could contribute to surface erosion. The Proposed Project would be subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction and Land Disturbance Activities, and the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Compliance with NPDES and SWPPP requirements, including any erosion and sediment controls identified in the SWPPP, would reduce the potential for soil erosion. After construction, the Proposed Project site would be completely paved, which would prevent erosion during operation. The Proposed Project would not result in substantial soil erosion or the loss of topsoil. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

c. Be located on geologic units or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. As discussed in Section 5.7(a), the Proposed Project site is generally flat to gently sloping and would not be subject to landslides. The Proposed Project site is located in an area of regional subsidence due to oil extraction (USGS, 2023b), as the site is located within the Wilmington Oil Field with 24 oil wells on site (Ninyo & Moore, 2022). However, all these oil wells are either plugged (i.e., nonoperational) oil and gas, plugged water source, or plugged multipurpose wells. Therefore, the Proposed Project would not be vulnerable to subsidence, as no extraction of petroleum products would be required as part of the Proposed Project and the plugged wells are sealed to prevent the migration of fluids (DOC, 2023c). Dewatering of surface water and groundwater during construction may be required to remove an existing alkali pond and several seasonal freshwater pools on the Proposed Project site; however, following dewatering, the areas would be backfilled, and existing soil to be retained on site would be strengthened by using a combination of surcharge and vertical wick drains to accommodate the proposed facility.

The Proposed Project site could be subject to liquefaction or lateral spreading in the event of a large earthquake on nearby or regional faults. The potential for adverse effects from liquefaction or lateral spreading would be minimized with incorporation of modern standard engineering and safety standards in the Proposed Project's design for geotechnical and structural improvements, and through compliance with LAHD engineering criteria, current Los Angeles Building and Municipal Codes, and California seismic codes and standards. With incorporation of current standards and geotechnical engineering requirements, the Proposed Project would not result in on- or off-site lateral spreading, liquefaction, or collapse. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

- d. **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Less-than-Significant Impact. Clay and silty clay materials were identified at the Proposed Project site during geotechnical sampling (EMI, 2022). Expansive soils may exist at the Proposed Project site that could result in adverse impacts on Project structures such as cracking and distress of foundations. The required geotechnical investigation to comply with County of Los Angeles and Los Angeles Department of Building and Safety building codes and design requirements would identify any expansive soils, and appropriate design measures would be incorporated as part of the Proposed Project design. Recommendations from the geotechnical investigation regarding expansive soils would be implemented in compliance with City of Los Angeles and LAHD engineering criteria, LAHD Engineering review recommendations, and the Los Angeles Building and Municipal Codes. With compliance with geotechnical recommendations, standard engineering practices, and engineering criteria and regulations, the Proposed Project would not create substantial direct or indirect risks to life or property related to expansive soils. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

- e. **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

No Impact. The Proposed Project would include connections to municipal sanitary sewer lines. Septic tanks and alternative wastewater disposal would not be used. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- f. **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

No Impact. The Proposed Project site is underlain by a mixture of interbedded sands, silts, and clays consistent with estuarine deposits in the area as well as the hydraulic fill dredge material that was used to construct adjacent islands (Ninyo & Moore, 2022). These units have no paleontological sensitivity, and therefore, proposed ground disturbing activities have no potential to damage or destroy unique paleontological resources. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.8 GREENHOUSE GAS EMISSIONS

Discussion:

- a. **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Potentially Significant Impact. The Proposed Project's construction and operation activities would result in temporary direct and indirect greenhouse gas (GHG) emissions from the use of fuels and electricity for various equipment and vehicles. Construction would take approximately 36 months. The Proposed Project's operations would include the use of an approximately 20,000-SF office building, 3,000-SF substation, three trailers, an approximately 5,000-SF M&R building, and heavy equipment including an STS crane, transtainer, heavy lifts, and top handlers for workforce training activities that would result in GHG emissions over the duration of the entitlement term (30 years). Additional analysis is required to determine whether the Proposed Project would generate direct and indirect GHG emissions that may have a significant impact on the environment. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- b. **Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact. The sources of GHG emissions caused by the Proposed Project during development of the site and operation as a training facility may have the potential to conflict with plans or policies adopted for the purpose of achieving GHG emission reductions. Therefore, impacts would be potentially significant, and this impact will be discussed in the EIR.

5.9 HAZARDS AND HAZARDOUS MATERIALS

Discussion:

- a. **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less-than-Significant Impact. The Proposed Project would involve limited transport, storage, use, and disposal of hazardous materials during construction and operation. Some examples of hazardous materials handling during construction include the transport of fuels, lubricants, and solvents associated with construction equipment, as well as the transport of contaminated soils excavated from the Proposed Project site. Contaminated soil is present on site and may be encountered during Project construction. Contaminated soil would need to be handled and disposed of at an appropriate landfill per local, state, and federal requirements. The construction contractor would prepare a Health and Safety Plan to address proper training, handling, storage, and disposal of hazardous materials used during construction.

Ninyo & Moore prepared a Stockpiled Soil and Debris Characterization Sampling Report on behalf of LAHD on May 31, 2023 (Ninyo & Moore, 2023a) and an Addendum to Stockpiled Soil Sampling Report on November 20, 2023 (Ninyo & Moore, 2023c). Soil stockpile samples contained TPH in the gasoline range organics (GRO), diesel range organics (DRO), and motor oil range organics (MRO), volatile organic compounds (VOCs), Title 22 metals, organochlorine pesticides (OCPs), polychlorinated biphenyls (PCBs), and polycyclic aromatic hydrocarbons (PAHs) that exceeded LAHD and POLB's acceptable concentrations for reuse (Ninyo & Moore, 2023a and 2023c). Some of the tested stockpiled soils exceed regulatory industrial soil screening levels but would not be classified as hazardous waste. Some stockpiled soils were identified with elevated Soluble Threshold Limit Concentration (STLC) test concentrations for copper and lead that would classify them as hazardous waste (Ninyo & Moore, 2023a and 2023c). Contaminated stockpiled soils that exceed regulatory industrial screening levels, but are not classified as hazardous waste would need to be identified and removed from the site and disposed of at an appropriate landfill per local, state, and federal requirements. All hazardous soils removed offsite would need to be accompanied by a waste manifest, which is reported to the California Department of Toxic Substances Control (DTSC). Grading and excavation for the Proposed Project could expose construction workers to hazardous materials in stockpiled soils. Construction workers would maintain proper HAZWOPER training and be qualified to work with contaminated materials.

Concrete stockpile samples contained low levels of Title 22 metals, VOCs, PCBs, and asbestos, all of which were below the hazardous waste screening criteria for waste characterization purposes. The report recommended that the sampled concrete stockpile materials be characterized as non-hazardous for waste disposal purposes or be crushed and used as crushed miscellaneous base beneath pavement during site construction (Ninyo & Moore, 2023a).

Hazardous materials that could be used during Proposed Project operation include lubricants, solvents, acids, and fuels for the training equipment and vehicles. When not in use, these hazardous materials would be stored in approved containers and in a proper manner to prevent drainage, leaks, or accidents as required by State and local regulations. Construction and operational equipment would be refilled or refueled in areas away from high-traffic areas and near a spill containment kit or containment kit area. With compliance with standard safety measures, hazardous waste regulations, and the requirement that construction workers maintain proper HAZWOPER training, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. As described under the discussion for Section 5.9(a), the Proposed Project's construction and operation activities would require the limited use of hazardous materials, such as fuels, lubricants, and solvents. The storage and use of hazardous materials during construction and operation could result in the accidental release of hazardous materials typically associated with minor spills or leaks. Spills and leaks of hazardous materials during construction or operation could result in contamination of soil or the adjacent harbor if not cleaned up quickly or completely. In addition, Project construction may expose construction workers and the environment, including soil, groundwater, and the harbor, to hazardous materials/waste. During storm events, spills or leaks of hazardous materials could infiltrate soils causing contamination of underlying soil or the groundwater, or runoff into the harbor and adversely affect harbor water quality and marine life. During Project operation, spills or leaks would not infiltrate soils, as all land-based operations would take place on paved surfaces. Some of the stockpiled soils on the Proposed Project site contain contaminated soils that exceed industrial regulatory screening levels, and some soils were found to have contamination levels that would classify them as hazardous waste (Ninyo & Moore, 2023a).

Additionally, the EDR database and GeoTracker website did identify one open California Cleanup Program site immediately adjacent to and north of the Proposed Project site (EDR, 2023; SWRCB, 2023c). The Cleanup Program site is identified as a former oil field and oil field waste disposal landfarm, which was in operation between 1948 and 1970 (URS, 2009). At this site, oil field wastes and liquids were disposed of into 19 shallow, below-ground, clay-lined impoundments (sumps) in a manner that reportedly did not conform to the site disposal permits (URS, 2009). The sump areas were excavated in 2008 and 2009 and backfilled with clean import soils; a total of approximately 234,880 cubic yards of contaminated soil was removed (URS, 2009). The oil wells on the site were capped and pipelines relocated prior to site excavation (URS, 2009). Although unlikely, contamination from this site may have a small potential to migrate to the Proposed Project site with seasonal or tidal movement of shallow contaminated groundwater.

Grading and excavation for the Proposed Project could expose workers or the environment to hazardous materials or waste if a release of these substances occurs. Additional analysis is required to determine whether the Proposed Project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- c. **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. No schools are within one-quarter mile of the Proposed Project site. The nearest schools, Wilmington Park Elementary School and George De La Torre Junior Elementary School, are located approximately 1.1 miles north and northwest of the Proposed Project site, respectively. No impact would result from the Proposed Project, and this issue will not be addressed further in the EIR.

- d. **Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact. The Proposed Project site is not listed on any of the CalEPA Cortese List Data Resources,² including the DTSC EnviroStor website (DTSC, 2023), the State Water Resources Control Board (SWRCB) GeoTracker website (SWRCB, 2023a), and SWRCB Cease and Desist Orders and Cleanup and Abatement Orders list (SWRCB, 203b). Additionally, the site is not listed in any environmental databases (EDR, 2023). Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. The closest airports to the Proposed Project site are the Torrance Municipal Airport – Zamperini Field, located over 5 miles to the north-northwest; and the Long Beach Airport, located approximately 6 miles to the northeast. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- f. **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less-than-Significant Impact. While most construction activities would take place outside of public roadways, periodic temporary construction or maintenance activities, such as transport of heavy equipment, may temporarily block lanes. The Proposed Project would not physically interfere with an adopted emergency response plan, as coordination with both the Los Angeles Fire Department and the Los Angeles Port Police would be conducted prior to construction activities. Emergency access in the vicinity of the Proposed Project site would be maintained for emergency service vehicles during construction activities, as construction traffic would be intermittent during construction

² <https://calepa.ca.gov/sitecleanup/corteselist/>

hours throughout the 36-month construction period. Road closures are not anticipated during construction activities. The Proposed Project is not expected to increase demand on existing emergency response services during construction or operation and is not expected to substantially affect traffic circulation or disrupt emergency response or evacuation. The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. The Los Angeles Fire Department (LAFD) provides fire protection services within the Port. The Proposed Project is not located within the wildland-urban interface area (i.e., the zone of transition between undeveloped land with vegetative fuels and human development). Additionally, the Port and Proposed Project area are listed as “not burnable” on the US Forest Service Wildfire Hazard Potential website (USFS, 2020). No wildland fires have the potential to occur in the Proposed Project area. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.10 HYDROLOGY AND WATER QUALITY

Discussion:

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?

Less-than-Significant Impact. Best management practices (BMPs) would be implemented in accordance with SWPPP requirements related to construction to comply with the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) (CGP) and any subsequent iterations for stormwater discharges associated with construction. Implementation of BMPs in accordance with the SWPPP would reduce erosion, siltation, and the potential for accidental or incidental discharges to the storm drain or harbor waters. The Proposed Project would include construction of a storm drain system to convey stormwater flows off site during operations.

Proposed Project operations would adhere to the Regional Water Quality Control Board (RWQCB) Stormwater Industrial General Permit (IGP) and proposed Commercial, Industrial, and Institutional (CII) Permit, as applicable, to reduce the potential for accidental or incidental discharges to the storm drain and harbor waters. By complying with required permits, the potential for discharges that could affect water quality would be substantially reduced, and as a result, Proposed Project construction and operation would not violate

any water quality standards or waste discharge requirements or substantially degrade surface water or groundwater quality. Therefore, potential impacts would be less than significant, and this issue will not be further addressed further in the EIR.

- b. **Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

No Impact. Groundwater in the harbor area is located south of the Dominguez Gap Barrier and experiences seawater intrusion from the San Pedro Bay, rendering it unsuitable for potable uses. Further, the Proposed Project site is not used or designated for groundwater recharge. Excavation may be necessary for construction of Project components. Because the Proposed Project site is not used for groundwater recharge or other groundwater-related beneficial uses, paving of the site would not interfere with groundwater recharge. The Proposed Project may require dewatering of groundwater but would not require the use of groundwater during construction or operations. The Proposed Project would not impede sustainable groundwater management of the basin. Therefore, the Proposed Project would have no impacts, and this issue will not be addressed further in the EIR.

- c. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- (i) **result in substantial erosion or siltation on- or off-site;**

Less-than-Significant Impact. The Proposed Project would have no impact on the course or configuration of any water body because no streams or rivers are within the Proposed Project site. Earthen berms are located to the south and west generally along the boundaries of the Proposed Project site. The Proposed Project site would be graded and paved, and stormwater flows would be conveyed to the storm drain system. Any excess soil material left over after grading would be used to construct an earthen berm wall along the perimeter of the Proposed Project site.

The Proposed Project would increase impervious areas through new paved surfaces. The Proposed Project site would be compacted and graded as part of site preparation, which would alter the site's existing draining pattern. Construction would comply with the stormwater-related requirements in the NPDES Permit, including the use of BMPs, which would minimize the amount of runoff and the potential for substantial erosion or siltation. During construction, contractors would develop and follow a SWPPP compliant with the requirements of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities CGP and any subsequent iterations for stormwater discharges associated with construction. Compliance with this construction SWPPP, including any erosion and sediment controls identified in the SWPPP, would further reduce potential impacts.

During operation, the Proposed Project would be covered under the Los Angeles County RWQCB Stormwater Permits, including the IGP and the proposed CII Permit, as applicable. After construction is completed, the Proposed Project's drainage would be handled by the new storm drain system, which would convey stormwater off site. As required under the IGP, a SWPPP would be developed and employed, and would include measures to reduce pollutants from entering the storm drain system. With compliance with the SWPPP and new stormwater drainage plan, the Proposed Project would not substantially alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation on or off site. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

(ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;

Less-than-Significant Impact. The Proposed Project would not change the vulnerability of the Proposed Project site to flooding because the site would be higher in elevation than the surrounding area, and the Proposed Project would not remove barriers to flooding since no barriers are located on the site. The Proposed Project would include the installation of impervious paving after grading and compacting, resulting in a potential for increased surface runoff. However, the site would be graded to direct surface runoff towards the proposed storm drain system, thereby reducing the potential for flooding on or off site. The Proposed Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

(iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-Significant Impact. The Proposed Project has the potential to increase stormwater runoff with the addition of new impervious areas, and stormwater runoff may contain particulate matter or industrial chemicals that could enter harbor waters. Hazardous material has the potential to enter harbor water during construction, particularly during mobilization of construction vehicles, equipment, and delivery of training equipment if contaminants leak from vehicles and equipment onto Anchorage Road and Shore Road, which are adjacent to the marinas. During construction, contractors would develop and follow a SWPPP compliant with the requirements of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities CGP and any subsequent iterations for stormwater discharges associated with construction.

During operation, the Proposed Project would require coverage under the IGP and proposed CII permit, as well as development of a new project-specific SWPPP. Compliance with these requirements would reduce the potential for polluted runoff to enter into harbor water.

LAHD would also grade the Proposed Project site such that storm flows would not enter harbor water as runoff during construction and operations. The Proposed Project would not exceed the capacity of the new stormwater drainage systems nor create substantial additional sources of polluted runoff. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

(iv) Impede or redirect flood flows?

Less-than-Significant Impact. The Proposed Project site is within Federal Emergency Management Agency (FEMA) Zone X, in which it is an area with reduced flood risk due to being outside the 500-year flood zone and protected from the 100-year flood by levee (FEMA, 2021). The Proposed Project site is currently relatively flat with inclines in the southeast, eastern, and northeastern corners and central-western portion of the site. Earthen berms are located to the south and west generally along the boundaries of the Proposed Project site. Any excess soil material left over after grading would be used to construct a berm wall along the perimeter of the Proposed Project site. The Proposed Project would also include grading and compacting soils at the site to provide a level site for new structures, utility systems, and pavement. These features would not substantially impede or redirect flood flows. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-Significant Impact. The Proposed Project site is within FEMA Zone X, as discussed under Section 5.10(c)(iv) (FEMA, 2021), and is not within a flood hazard zone. Although no lakes or other large, enclosed water bodies are near the Proposed Project site, small seiches have occurred within the San Pedro Bay Port Complex. According to the California Department of Conservation (DOC), the Proposed Project site is located within a tsunami hazard zone (DOC, 2023d). However, the *Tsunami Hazard Assessment for the Ports of Los Angeles and Long Beach* (Moffatt & Nichol, 2007) modeled the possibility of tsunami propagation into the Ports and concluded that a tsunami caused by local seismic activity, or an underwater landslide would be unlikely to occur more than once every 10,000 years.

Although the Port has historically been subjected to seiches and tsunamis, the Proposed Project site is within the inner portion of the harbor complex, adjacent to the East Basin and Cerritos Channel, and would be protected by Terminal Island to the south. Inundation of the Proposed Project site is not anticipated, and the Proposed Project would not risk release of pollutants due to project inundation. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the SWRCB and nine RWQCBs. According to regulatory requirements and as part of its management of stormwater runoff, construction of the Proposed Project would require a SWRCB CGP, and operations would require coverage under the IGP, proposed CII permit, and development of a new project-specific SWPPP. These regulatory requirements would minimize pollutant loading. The Proposed Project would not interfere with any water quality or groundwater management plan. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.11 LAND USE PLANNING

Discussion:

a. Would the project physically divide an established community?

No Impact. The Proposed Project site is located in an industrial area that does not contain any established communities. The physical division of an established community typically refers to the construction of a linear feature, such as a major highway or railroad tracks or removal of a means of access, such as a local road or bridge that would impair mobility within an existing community or between a community and outlying area. Under existing conditions, the Proposed Project site is not used as a connection between established communities. Instead, connectivity in the surrounding area is facilitated via local roadways, such as SR-47 and I-110. The Proposed Project site is located on an existing unoccupied parcel, and the Proposed Project would include construction and operation activities that would alter the primary use of the site. However, the proposed use would not physically divide an established community or disrupt existing uses in the surrounding area. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- b. **Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Potentially Significant Impact. The Proposed Project site is governed by the PMP, the City of Los Angeles Port of Los Angeles Plan, and City of Los Angeles zoning ordinances and codes. The Proposed Project parcel is zoned qualified light industrial ([Q]M2-1) and Heavy Industrial (M3) under the City of Los Angeles Zoning Ordinance and would not conflict with zoning (City of Los Angeles, 2023).

The Proposed Project site is located in the PMP's Planning Area 2, which encompasses the West Basin and Wilmington areas and includes Berths 96-204. This planning area's uses include container terminals, breakbulk, liquid and dry bulk, maritime support, institutional, recreational boating, and open space. The Proposed Project site is located within the Open Space land use designation as indicated in the PMP (LAHD, 2018). PMP Section 5.4.4 states that the Proposed Project site was planned for development as passive open space with native habitats, wetlands, turf, hardscapes, and numerous trails. Per the PMP, a Plan amendment is required if a new land use is proposed on a site that is inconsistent with its land use designation(s). The proposed new institutional use at the site would not be consistent with the existing Open Space PMP designation, and a PMP Amendment would be necessary to change the land use from Open Space to Institutional. Because the Proposed Project would not be consistent with the existing PMP designation, the Proposed Project would conflict with the PMP. Additional analysis is required to determine if the Proposed Project would cause a significant environmental impact due to this conflict with the PMP. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

5.12 MINERAL RESOURCES

Discussion:

- a. **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?**

Less-than-Significant Impact. According to the California Geologic Energy Management Division (CalGEM) Well Finder tool, although approximately 30 wells are located within the Proposed Project site boundaries, none are active; all wells within the Proposed Project site are either plugged (i.e., permanently nonoperational) oil and gas, plugged water source, or plugged multipurpose wells (Figure 2-3) (CalGEM, 2023). Five active oil and gas wells are located approximately 200 to 300 feet to the north and east of the Proposed Project site, and six idle (i.e., not producing oil or natural gas for a period of 24 consecutive months) oil and gas and observation wells are located more than 300 feet to the east of the Proposed Project site (CalGEM, 2023). Although the Proposed Project site is located in a Mineral Resource Zone according to the City of Los Angeles General Plan Conservation Element, the Proposed Project site is not currently being used to extract

minerals (City of Los Angeles, 2001). The Proposed Project would not conflict with existing oil extraction land uses or prevent future oil extraction as the existing wells are inactive and plugged. The Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the State. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

- b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

Less-than-Significant Impact. As described in Section 5.12(a), the Proposed Project site is located within a Mineral Resource Zone and contains plugged oil and gas wells that are inactive and not currently used for mineral extraction. The Proposed Project would not conflict with existing oil extraction land uses or prevent future oil extraction. The Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

5.13 NOISE

Discussion:

- a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. Project construction activities are estimated to take approximately 36 months to complete. Construction activities could result in temporary increases in ambient noise levels in the Proposed Project area from use of various equipment, such as trucks, tractors, scrapers, rollers, dozers, graders, excavators, dump trucks, etc. as described in the Project Description in Section 2.3.1. Maximum noise from these types of equipment ranges from 76 A-weighted decibels (dBA) to 85 dBA at 50 feet from the source (FHWA, 2006). Although there are no residential zones on Port property, there is a possibility of liveaboard tenants on boats at the marinas to the north, south, and west of the Proposed Project site. Subject to further investigation, the nearest potential residential receptors could be approximately 170 feet to the west.³

Operations at the Workforce Training Facility would take place on Monday through Friday between 7:00 a.m. and 5:00 p.m. regularly with night shift training between 6:00 p.m. and 3:00 a.m. Night shift training would be required to be conducted after 10:00 p.m. within

³ At the time of preparation, liveaboard data was unavailable, so this NOP/IS assumed liveaboards occupied the closest boat slips to the Proposed Project.

the parameters of the City's noise ordinances. Operational activities would include employee and trainee trips to the site, involving the use of training equipment such as cranes, transtainer, top handlers, side pick, heavy lifts, forklifts, UTRs, payloaders, and winch.

Considering the relatively close proximity of potential sensitive receptors, noise levels during construction may be perceptible to these receptors. In addition, as no activities are currently being conducted at the site, operations at the Workforce Training Facility would represent an increase in the ambient noise conditions of the area. Additional analysis is required to determine whether the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Vibration-sensitive land uses include high-precision manufacturing facilities or research facilities with optical and electron microscopes. None of these are located in the Proposed Project area. Therefore, the significance threshold for "excessive ground-borne vibration" depends on whether a nuisance, annoyance, or physical damage to any buildings could result from the Proposed Project. The City of Los Angeles does not specify a significance criterion for vibration, but Caltrans developed guidelines for construction activities and estimates that vibration levels exceeding 0.3 inches per second (in/sec) can damage older residential structures and cause substantial annoyance to humans (Caltrans, 2020). Existing buildings are located south of the site at the marinas. Due to the proximity of these buildings and the level of construction activities anticipated to be completed at the Proposed Project site, the Proposed Project could exceed Caltrans guidelines for building damage and human annoyance. Additional analysis is required to determine whether the Proposed Project could result in generation of excessive groundborne vibration or groundborne noise levels. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- c. **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Less-than-Significant Impact. The Proposed Project site is not located within an airport land use plan. The nearest public airports are Torrance Municipal Airport – Zamperini Field, located over 5 miles to the north-northwest; and Long Beach Airport, located approximately 6 miles to the northeast. Given the distance between the Proposed Project site and the identified airports, construction workers, employees, and trainees at the Proposed Project site would not be exposed to excessive noise levels from airplanes. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

5.14 POPULATION AND HOUSING

Discussion:

- a. **Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Less-than-Significant Impact. The Proposed Project would not include development of any new residential facilities, extension of any roads, or development of other growth-accommodating infrastructure. However, the Proposed Project would include the development of a new training facility that would require workers during construction and operation, as well as involve visits from trainees in the maritime and goods movement industries. A peak of approximately 50 workers per day would be employed for the 36-month construction period (LAHD, 2023b, 2023c). Up to 150 full-time and part-time employees would work at the site in one shift during operations; in addition, up to 300 trainees are anticipated to visit the site per day but not at the same time (LAHD, 2023b).

The Proposed Project site is within the Port and proximate to a well-established, heavily populated urban community that provides sufficient existing housing stock and established infrastructure. Additionally, an adequate supply of workers is assumed to be in the vicinity of the Proposed Project site given the urban setting. The proposed Workforce Training Facility would encourage the existing local workforce to utilize its training programs.

The population of the City of Los Angeles is expected to grow by approximately eight percent between 2020 and 2030, and this growth has been planned for in the General Plan Housing Element (City of Los Angeles, 2021). While the Proposed Project would address the existing labor shortage in the cargo industry by attracting new workers and providing new opportunities for up-skilling or re-skilling for existing workers, the majority of the Proposed Project's workers and trainees would likely come from the existing local workforce, and the number of those requiring relocation would be negligible compared to

the City's projected population growth. Trainees and trainers would primarily commute from the Greater Los Angeles area. The Proposed Project would not induce substantial unplanned population growth in the area either directly or indirectly. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. No housing is present within the boundaries of the Proposed Project site that would be displaced, and no replacement housing would be necessary. No approved residential housing is located within the Port,⁴ although liveaboard tenants may potentially be on boats at the marinas to the north, south, and west of the Proposed Project site. The Proposed Project would not displace the marina liveaboards, if any. The Proposed Project would not result in the displacement of any people or housing or necessitate the construction of replacement housing elsewhere. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.15 PUBLIC SERVICES

Discussion:

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a. Fire Protection?

Less-than-Significant Impact. LAFD provides fire protection and paramedic services within the City and the Port. LAFD Station 49 (400 Yacht Street, Wilmington), which is located west of the Proposed Project site across East Basin, is the nearest fire station that would provide fire protection and paramedic services to the Proposed Project site.

Emergency access in the vicinity of the Proposed Project site would be maintained for emergency service vehicles during construction and operation activities, as construction traffic would be intermittent and temporary during construction hours, and road closures, if necessary, would also be temporary during construction activities. In addition, no new or altered fire protection services would be required during construction and operation as a result of population growth.

⁴ Residential housing is not a permitted use at the Port of Los Angeles under the state's Tidelands grants.

As discussed in Section 5.14(a), the Proposed Project would not directly or indirectly induce unplanned population growth in the City, and thus, would not necessitate new or altered fire protection facilities. Therefore, the existing LAFD Station 49 is anticipated to be able to adequately serve the Proposed Project. Although the Proposed Project could potentially result in a slight increase in demand for emergency service due to the workforce training activities at the site, this increase is expected to be limited as operational activities would comply with State and City fire codes, standards, and regulations. The Proposed Project would not affect service ratios, response times, or other performance objectives requiring the provision or need for new or physically altered governmental facilities that would cause substantial adverse physical impacts. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. Police Protection?

Less-than-Significant Impact. The Los Angeles Port Police (Port Police) provides the primary law enforcement and security for the Port including 7,500 acres along 43 miles of waterfront (POLA, 2023c). The Port Police headquarters is located approximately 2.8 miles southwest of the Proposed Project site at 330 South Centre Street, Los Angeles. The Port Police Dive Unit facility boats and offices/lockers are located approximately 2.5 miles southwest of the Proposed Project site at 954 South Seaside Avenue, Los Angeles. Additionally, the Los Angeles Police Department (LAPD) provides law enforcement for 21 community areas including San Pedro (LAPD, 2023). The Proposed Project site is located within the LAPD Harbor Division Area, which covers 27.5 square miles including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island (LAPD, 2021).

Similar to fire protection services, the Proposed Project site is already within the Port Police and LAPD service areas, and once operational, would continue to be served. As discussed in Section 5.14(a), the Proposed Project would not directly or indirectly induce unplanned population growth in the City, and therefore, would not substantially increase the demand for new police protection services. The Proposed Project would not affect service ratios, response times, or other performance objectives requiring the provision or need for new or physically altered governmental facilities that would cause substantial adverse physical impacts. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

c. Schools?

Less-than-Significant Impact. The need for new schools is generally associated with an increase in the school-aged population or a decrease in the accessibility and availability of existing schools. The additional employees hired for construction and operation of the Proposed Project would likely come from the local regional area, and any of the employees' and trainees' school-age children would likely already attend schools in the vicinity.

The majority of trainees are expected to already reside in the area; the number of new trainees moving into the area whose school-age children would attend local schools would result in a negligible increase in the school-aged population. A substantial increase in school-age children requiring public education is not expected to result from the Proposed Project.

The Proposed Project would not affect service ratios or other performance objectives requiring the provision or need for new or physically altered governmental facilities that would cause substantial adverse physical impacts. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

d. Parks?

Less-than-Significant Impact. The Proposed Project would not include development of new parks or cause a reduction in existing park facilities. Although the PMP land use designation is Open Space, the Proposed Project site was used as industrial open space for industrial material storage and was never used as a recreational open space or park for area residents.⁵ Furthermore, the Proposed Project site would be confined to the Port and would not induce substantial population growth that would increase demand for parks. The Proposed Project would not affect service ratios or other performance objectives requiring the provision or need for new or physically altered governmental facilities that would cause substantial adverse physical impacts. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

e. Other Public Facilities?

Less-than-Significant Impact. As previously discussed in Section 5.14(a), the Proposed Project would not include development that would induce substantial unplanned population growth causing an increase in the use of libraries, community centers, hospitals, or other public facilities. The majority of the Proposed Project's workers and trainees would likely come from the existing local workforce, and the number of those requiring relocation would be negligible compared to the City's projected population growth. A substantial increase in use of these public facilities is not anticipated as a result of the Proposed Project. The Proposed Project would not affect service ratios or other performance objectives requiring the provision or need for new or physically altered governmental facilities that would cause substantial adverse physical impacts. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

⁵ There are no residential zones located on Port property.

5.16 RECREATION

Discussion:

- a. **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. An increased demand for neighborhood or regional parks and other recreational facilities is generally associated with an increase in permanent residents. As discussed in Section 5.14(a), the Proposed Project would not include the development of new residential facilities, and no substantial population growth would result from the Proposed Project activities. Therefore, no increase in the use of existing neighborhood and regional parks or other recreational facilities is anticipated, and no substantial physical deterioration of existing facilities would result from the Proposed Project. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- b. **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

No Impact. The Proposed Project would include the construction and operation of a facility to train the workforce at the Ports of Los Angeles and Long Beach. The Project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.17 TRANSPORTATION

Discussion:

A project in the Port is considered to have a significant transportation/circulation impact if the project would result in one or more of the occurrences listed in Appendix A (2022 LADOT TAG Plan Consistency Worksheet). These criteria are based on the CEQA Guidelines Appendix G and the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG) (LADOT, 2022), and are used as the basis for determining the impacts of the Proposed Project and alternatives under CEQA.

For the purposes of this NOP/IS, impacts of the Proposed Project were qualitatively assessed relative to potential conflicts with area plans, design features, and emergency access, and will be quantitatively assessed relative to vehicle miles traveled (VMT) as prescribed by the LADOT Transportation Assessment Guidelines, in the EIR.

a. Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

No Impact. The TAG states that a project that “generally conforms with and does not obstruct the City’s development policies and standards will generally be considered to be consistent” and is not in conflict with applicable programs, plans, ordinances, or policies addressing the circulation system. The 2022 LADOT Transportation Assessment Guidelines include three screening criteria questions to help determine whether a project conflicts with City of Los Angeles circulation system policies.

If the answer is “no” to all of the following questions, a “no impact” determination can be made for this threshold (LADOT, 2022).

If the Proposed Project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the Proposed Project would conflict with plans, programs, ordinances, or policies:

- (i) Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?

The Proposed Project requires approval by the Board of Harbor Commissioners, which is a discretionary action. However, this discretionary action does not require the decision maker to amend any project component to conform to the purpose, intent, or provision of any existing general plan. Therefore, the Proposed Project would comply with all required City of Los Angeles circulation system policies and does not deviate from any general plan.

- (ii) Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

The Proposed Project would not alter existing transportation routes or transportation options, nor would it alter public access. Direct landside access to the Proposed Project site is provided via Shore Road. The Proposed Project would not require any substantial modifications to the public right-of-way. Utility connections would require in-street construction activities; however, street closures would be temporary and would not adversely affect the circulation system.

The 2022 LADOT TAG includes a “Plan Consistency Worksheet” which provides questions that must be answered in order to help guide whether the project conflicts with City circulation policies (see Appendix A). The worksheet, along with the discussion above, demonstrate that the Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, for transit, roadway, and pedestrian. However, further analysis of question a(ii) for bicycle parking will be conducted as part of the EIR.

- (iii) Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

The Proposed Project does not include any modifications to existing roadways that support current or future bike lanes or bus stops and is not required to make any voluntary or required modifications to the public right-of-way. The Proposed Project does not include dedications or physical modifications to the public right-of-way, nor is it required.

The Proposed Project has no impact based on the above three criteria. Therefore, no impacts would occur, and this impact will not be evaluated further in the EIR.

- b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1)?**

Potentially Significant Impact. The intent of this threshold is to assess whether the Proposed Project would cause substantial VMT.

Based on the project description, up to 150 full-time and part-time employees would work at the site in one shift during operations; in addition, up to 300 trainees are anticipated to visit the site per day but not at the same time (LAHD, 2023b). The Proposed Project operation would generate automobile trips that are higher than the LADOT Transportation Assessment Guidelines threshold of 250 or more daily automobile vehicle trips (LADOT 2022) during operation of the Proposed Project, and thus requires further VMT analysis. The VMT analysis would entail an evaluation of the trip generation and average trip lengths, typical for the trainers and trainees (Port labor). This issue will be further evaluated and addressed in the EIR.

- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact. Impacts regarding the potential increase of hazards due to a geometric design feature relate to the design of access points to and from the Proposed Project site.

The Proposed Project's construction activities would be primarily limited to the site boundaries and would not enter into the public right-of-way. Existing access to the site would be maintained by adherence to a project-specific construction traffic management plan that would be approved by LAHD. Pedestrian access, bus routes, and metered parking do not exist on the streets adjacent to the site.

The Proposed Project's access driveways are designed to safely accommodate vehicles without any impacts to the public right-of-way. Also, as previously discussed, the Proposed Project is not proposing or required to make any modifications to the public right-of-way, and therefore, a No Impact determination can be made. The adjacent public roadway access for the Proposed Project site would be via the intersection of Henry Ford Avenue/Pier A Way/SR-47 Ramps. For information purposes only, traffic operating conditions will be analyzed for this intersection to demonstrate sufficient site access in the EIR.

d. Result in inadequate emergency access?

No Impact. The Proposed Project would not alter or close existing roadways or access roads, or block emergency access points. Emergency access would be unchanged by the Proposed Project. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.18 TRIBAL CULTURAL RESOURCES

Discussion:

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- (i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or**

No Impact. On March 13, 2023, notification letters were sent to California Native American Tribes with cultural affiliations with the Proposed Project site. No requests for consultation were received from any of the notified tribes within the 30-day response time. The Proposed Project is unlikely to cause a substantial adverse change to Tribal Cultural Resources, as the Proposed Project area is underlain by a variable mix of sands, silts, and clay consistent with the estuarine deposits in the area and the hydraulic fill dredge material used to construct the nearby islands (Ninyo & Moore 2022). Due to the unlikely chance of encountering historical prehistoric age resources and because no additional resources were identified by tribes, the Proposed Project would not cause any changes in the significance of a Tribal Cultural Resource. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

- (ii) **a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

No Impact. As discussed in Section 5.18(a)(i), no requests for consultation were received from any of the notified tribes within the 30-day response time, and the Proposed Project site has a low likelihood of containing historical prehistoric age resources due to dredge material onsite and the previous construction disturbance. The CEQA lead agency, in its discretion, has not identified any Tribal Cultural Resources in the Proposed Project area. The Proposed Project would not cause any changes in the significance of a Tribal Cultural Resource. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.19 UTILITIES AND SERVICE SYSTEMS

Discussion:

- a. **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Less-than-Significant Impact. The Proposed Project would require installation of new utility systems to support the increased demand for electrical, sewer, water, storm drain, and telecommunication systems. These additional utility systems would connect to existing utility infrastructure within the surrounding area; therefore, any utility improvements would be limited to the Proposed Project site. Although the Proposed Project would cause increased demand for utility services, the Proposed Project would not substantially increase the area's population such that these service systems would require relocation or expansion, causing significant environmental effects. Additionally, the surrounding area is highly developed and already served by utility facilities. The existing water infrastructure would be adequate to serve the Proposed Project. In addition, the existing power supply infrastructure would be adequate to serve the proposed uses, as LADWP has an 8,019-megawatt electric capacity for the City of Los Angeles (LADWP, 2023). No additional utility infrastructure would be required outside of the Proposed Project limits to accommodate the Proposed Project's utility needs.

The Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities beyond the limits of the Proposed Project site causing significant environmental effects. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-Significant Impact. Construction of the Proposed Project would temporarily require water supplies for activities such as compaction, grading, and dust control that would be obtained from the municipal water supply. Water use during construction would be temporary, occurring mainly for earthwork improvements during Phase 1 for approximately 12 months. Water use during Phase 2 would be limited to activities such as concrete production for building foundations and pavement. Water use during operations would consist of typical municipal water use at the facility. Up to 150 full-time and part-time employees in addition to up to 300 trainees would not substantially increase demand for water compared to the overall demand within the Port. The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, potential impacts would be a less than significant, and this issue will not be addressed further in the EIR.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. The Proposed Project site is serviced by the City of Los Angeles Sanitation District's (LASAN) Terminal Island Water Reclamation Plant (TIWRP). The TIWRP serves the Harbor Area (Terminal Island, San Pedro, Harbor City, and Wilmington) in the City of Los Angeles and has the capacity to treat up to 30 million gallons of municipal and industrial flows daily (LASAN, 2023a). The Proposed Project would generate domestic wastewater from restrooms and offices. A peak of approximately 50 workers per day would be employed for the 36-month construction period (LAHD, 2023b, 2023c). During operation, up to 150 full-time and part-time employees would work at the site; in addition, up to 300 trainees are anticipated to visit the site per day but not at the same time (LAHD, 2023b). This increase in wastewater production would not be substantial given the TIWRP's treatment capacity and the Proposed Project's compliance with the LASAN Wastewater Permit. Additionally, as previously discussed in Section 5.14(a), the Proposed Project would not directly or indirectly induce population growth in the area. Therefore, the Proposed Project would not exceed or substantially alter wastewater treatment requirements of the City's sewage collection and treatment system per the Los Angeles Municipal Code Industrial Waste Control Ordinance (LASAN, 2023b).

Although the Proposed Project would be a new use at the existing unoccupied site, the TIWRP would have adequate capacity to treat the temporary wastewater generated during construction and permanent wastewater generated during operation. The Proposed Project would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the Proposed Project's projected demand in addition to existing commitments. Therefore, potential impacts would be less than significant, and this issue will not be addressed further in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. The Proposed Project's construction activities would temporarily generate solid waste associated with grading and removal of existing debris, including contaminated soil, concrete slabs, asphalt, gravel, cobbles, boulders, piping, used tires, ceramic tiles, and a large roll-off waste bin. Construction would generate the majority of solid waste. This waste would be hauled and disposed of at a County of Los Angeles-approved waste disposal facility. Due to the hazardous nature of some of the existing soil stockpiles on site, exported stockpiles are not anticipated to be recycled and would be disposed of at a suitable hazardous waste disposal site. During operation, solid waste generated by the Proposed Project would be limited to trash from on-site employees. Up to 150 full-time and part-time employees would be employed for operation of the Proposed Project; in addition, up to 300 trainees are anticipated to visit the site per day but not at the same time (LAHD, 2023b). This number of employees relative to the regional context of the population of Southern California would generate limited amounts of solid waste. The Proposed Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. Therefore, impacts would be less than significant, and this issue will not be addressed further in the EIR.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. The Proposed Project would be required to conform to the policies and programs of the Solid Waste Integrated Resources Plan (SWIRP). The SWIRP proposes an approach for the City to achieve a goal of 90 percent solid waste diversion by 2025 (LASAN, 2023b). Compliance with the SWIRP would ensure sufficient permitted capacity to service the Proposed Project. As discussed in Section 5.19(d), solid waste associated with construction activities would be disposed of at a County of Los Angeles-approved waste disposal facility. The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste, as construction-generated waste would be disposed of at suitable facilities. More specifically, the Proposed Project would be compliant with all applicable codes pertaining to solid waste disposal. These codes include Chapter VI Article 6 Garbage, Refuse Collection of the LAMC, Part 13 Title 42 - Public Health and Welfare of the California Health and Safety Code, and Chapter 39 - Solid Waste Disposal of the United States Code.

The Proposed Project would also be compliant with Assembly Bill (AB) 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate from landfill disposal. The Proposed Project would include implementation of and be consistent with the procedures and policies detailed in these codes, the City's recycling and solid waste diversion efforts, and related laws pertaining to solid waste disposal. Therefore, impacts would be less than significant, and this issue will not be addressed further in the EIR.

5.20 WILDFIRE

Discussion:

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a. **Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b. **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?**
- c. **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
- d. **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact. PRC Sections 4201-4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port is not located in or near a state responsibility area or lands classified as a Very High Fire Severity Zone within its Local Responsibility Area (CAL FIRE, 2023). Additionally, as discussed in Section 5.9(g), the Port and Proposed Project area are listed as "not burnable" on the US Forest Service Wildfire Hazard Potential website (USFS, 2022). The Proposed Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. Therefore, the Proposed Project would result in no impacts, and this issue will not be addressed further in the EIR.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

Discussion:

- a. **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. As discussed in Section 5.4 (Biological Resources), three special-status species were observed, and several additional species of special status plants and animals have potential to be present within the Proposed Project site. Additional analysis is required to determine with the Proposed Project has the potential to reduce the habitat of wildlife species, cause a wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

The Proposed Project would involve ground disturbing activities. The area is developed and has been previously disturbed, and the site is underlain by artificial fill. As discussed in Section 5.5 (Cultural Resources), earthwork during Phase 1 of construction may encounter unknown buried resources. Additional analysis is required to determine whether the Proposed Project has the potential to eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be potentially significant, and this issue will be addressed further in the EIR.

- b. **Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Potentially Significant Impact. As discussed in Section 5, Environmental Analysis, the Proposed Project would have potentially significant impacts related to Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use Planning, Noise, and Transportation. These potentially significant impacts of the Proposed Project would be potentially cumulatively considerable. Generally, contributions to air quality and greenhouse gas emissions impacts are cumulative due to the regional and global nature of air pollution and climate change, respectively.

As described in Sections 5.3, Air Quality, and 5.8, Greenhouse Gas Emissions, the Proposed Project would have potentially significant impacts related to these issue areas. Additional analysis is required to determine whether these impacts would be cumulatively considerable. Therefore, cumulative impacts will be addressed further in the EIR.

c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As discussed in Section 5.21(b), the Proposed Project may have potentially significant impacts related to Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use Planning, Noise, and Transportation. Additional analysis is required to determine whether the Proposed Project's environmental effects would cause substantial adverse effects on human beings. Therefore, these issue areas will be addressed further in the EIR.

6.0 PREPARERS AND CONTRIBUTORS

Per State CEQA Guidelines Section 15063(d)(6), this Initial Study was prepared by LAHD with assistance by Aspen Environmental Group. Members of the professional staff are listed below.

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Appendix A

2022 LADOT TAG Plan Consistency Worksheet



Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e. **Yes** or **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

Yes No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

Yes No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

Yes No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:



Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? Yes No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. Yes No N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)? Yes No N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards? Yes No N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?



- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.¹

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 – *Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 – *Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Policy 2.10 – *Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

¹ LADOT Transportation Assessment Support Map <https://arccg.is/fubbd>



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- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

Yes No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

Citywide Design Guidelines - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT’s Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet² along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

² for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.



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- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

Yes No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.³

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

Yes No N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

Yes No N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

³ LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>



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environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

Yes No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

Yes No N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

Yes No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

Yes No N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.

Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.



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Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount⁴ as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

Yes No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

Yes No N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a ‘cash-out’ option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

Yes No

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

Yes No

D.5 If the answer to D.4. is YES, does the project comply with the City’s TDM Ordinance in Section 12.26 J of the LAMC?

Yes No N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

⁴ The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.



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bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City’s efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?
 Yes No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?
 Yes No N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?
 Yes No N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG’s RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG’s most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.



Plan, Policy, and Program Consistency Worksheet

References

BOE [Street Standard Dimensions S-470-1](#)

http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP [Citywide Design Guidelines](#).

https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

Mobility Plan 2035

https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsocial.org/Pages/default.aspx>

auxiliary lane project concepts on the project list. Each project concept will be studied as part of a segment alongside other concepts related to and, in some cases, dependent on the other concept. In addition, these interchange projects are directly related to projects and potential improvements on the intersecting roadways. Many projects on the MSPP list could be connected to the improvements on I-710, including several independent bridge upgrade projects, Complete Street Corridor projects, and transit enhancement projects that cross many interchanges. Additionally, the Investment Plan will invest \$17 million in several non-traditional freeway projects and programs, including studying the concept of adding additional greenspace in the freeway right of way, improving traffic controls at interchanges, and testing methods to reduce the impact of particulate matter emissions from non-tailpipe sources.

The initial investment will conduct an Alternatives Analysis for the 12 interchanges and two auxiliary lane project concepts that will include community engagement, safety and operational assessments, data collection, modeling, and other considerations to allow Metro to identify four to six project concepts, or packages of project concepts, to move into a preliminary engineering and environmental documentation (PA&ED) phase. The selected project concepts will provide the most safety and operational benefits to the mainline freeway and overall transportation system while minimizing the community impacts. After PA&ED, under the condition they meet certain criteria, the projects will move forward into additional phases of implementation. Metro will ensure that freeway projects that move forward for implementation consideration complete the appropriate CEQA/NEPA process.

8.6.3.2 Freeway Safety and Interchange Improvements Modal Program

The projects and programs listed in **Table 8-8** are not part of the initial list of projects for initial funding. These projects and programs will be further refined, developed, and/or made ready for implementation through the Freeway Safety and Interchange Improvements Modal Program.

Table 8-8. Freeway Safety and Interchange Improvements Modal Program

Project ID	Project Name	Jurisdiction(s)	Tier	Phase
LB-ELA_0153		Multiple Jurisdictions	1	Development
LB-ELA_0046*	I-405 Roadway Improvements Long Beach, Signal Hill, Los Angeles, and Carson (SHOPP)	Multiple Jurisdictions	1	Implementation
LB-ELA_0182	Express Lanes Strategic Initiative	Multiple Jurisdictions	1	Development
LB-ELA_0154		Multiple Jurisdictions	2	Development
LB-ELA_0188	Freeway Landscaping/Maintenance	Study Area Wide	2	Implementation
LB-ELA_0183		Multiple Jurisdictions	2	Development
LB-ELA_0039*	I-710 Highway Worker Safety Improvements Long Beach/Compton	Long Beach/Compton	2	Implementation
LB-ELA_0180	I-710 Truck Bypass Lanes	Long Beach	2	Pre-implementation
LB-ELA_0045*	Route 91 Bridge No. 53-2143F Rehabilitation Long Beach (SHOPP)	Long Beach	2	Implementation

Project ID	Project Name	Jurisdiction(s)	Tier	Phase
LB-ELA_0043*	Hobart Railyard Bridge Rehabilitation Commerce/Vernon	Commerce/Vernon	2	Implementation
LB-ELA_0137	Freeway Soundwalls	Multiple Jurisdictions	2	Implementation
LB-ELA_0155	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710	Multiple Jurisdictions	2	Implementation
LB-ELA_0050*	Route 91 Upgrades Carson, Compton, Long Beach, and Bellflower (SHOPP)	Multiple Jurisdictions	2	Implementation
LB-ELA_0048*	Garfield Avenue Pump Station Upgrades (SHOPP)	Paramount	2	Pre-implementation
LB-ELA_0052*	Route 47 at I-710 Roadway Upgrades Wilmington (SHOPP)	Wilmington	2	Implementation
LB-ELA_0054*	Humphrey Maintenance Station Upgrades East Los Angeles (SHOPP)	East Los Angeles	2	Implementation
LB-ELA_0053*	Pacific Place Maintenance Station Building Replacement Long Beach (SHOPP)	Long Beach	2	Pre-implementation
LB-ELA_0049*	South Gate Pump Plant and Florence Avenue Pump Plant Upgrades South Gate/ Bell Gardens/Downey (SHOPP)	South Gate/Bell Gardens/Downey	2	Implementation
NA – New	ICM Phase 2: Freeway Corridor Enhancements	Multiple Jurisdictions	NA/New	

Notes:

*Project is part of Caltrans State Highway Operation and Protection Program (SHOPP)
 Projects deemed to be fully funded were removed from list (see Appendix 8-A)

8.6.4 Goods Movement

The Goods Movement modal category includes projects and programs that impact the trucks and trains moving goods through the LB-ELA Corridor, particularly those accessing or leaving the Port of Los Angeles (POLA) and the Port of Long Beach (POLB). The Investment Plan prioritizes several projects supporting goods movement in alignment with the Investment Plan’s Vision and Goals, including the accelerated adoption of zero-emission (ZE) heavy-duty trucks, ZE truck infrastructure, a freight rail ZE study, and the goods movement freight rail study. Many prioritized goods movement projects identified through this process will be led and advanced by POLA and POLB without direct investment from the Investment Plan due to limitations on using Measure R/M funds. Through this effort and the Investment Plan development process, Metro is committed to supporting our partner agencies to advance projects that support the vision and goals of the LB-ELA Corridor Mobility Investment Plan. Metro must also continue to engage the freight industry as a whole to develop solutions that help facilitate the movement of goods and services in a multimodal manner—while at the same time addressing the air quality, health, and safety issues facing the region and impacting local communities in the LB-ELA Corridor. Goods Movement investment is summarized in **Table 8-9**.

8.6.4.1 Goods Movement Project/Programs Recommended for Initial Investment

As described earlier in this chapter, the Investment Plan will invest \$61 million in initial Goods Movement projects. This investment includes the ZET Program, which will invest \$50 million in seed funding to grow the ZE infrastructure investment in the LB-ELA Corridor to more than \$200 million to support the accelerated adoption of ZE technology for heavy-duty trucks. Within the ZE Truck Program, up to \$5 million will be reserved for technical assistance to support a community-focused scope to support the transition to ZE, including workforce development and supporting lower-income truck operators accessing ZE trucks. The Investment Plan will also invest in the study of freight rail in the Corridor to support moving more cargo by train versus truck—particularly through the Alameda Corridor and a pilot study to evaluate the transition of freight locomotives to ZE technology

8.6.4.2 Goods Movement Modal Program

The projects and programs listed in **Table 8-10** are not part of the initial recommendations. These projects and programs will be further refined, developed, and made ready for implementation by their respective sponsors, with possible support from Metro.

Table 8-10. Goods Movement Modal Program

Project ID	Project Name	Jurisdiction(s)	Tier	Phase
LB-ELA_0024	Pier 400 On Dock Rail Modernization	Port of Los Angeles	1	Pre-implementation
LB-ELA_0026	West Basin Container Terminal Railyard Modernization	Port of Los Angeles	1	Pre-Implementation
LB-ELA_0025	Terminal Island Transfer Facility Modernization	Port of Los Angeles	1	Pre-implementation
LB-ELA_0132b	Pier 300 On-Dock Rail Modernization	Port of Los Angeles	1	Pre-implementation
LB-ELA_0123	Pico Avenue Street Improvement	Port of Long Beach	2	Pre-implementation
LB-ELA_0122	Harbor Scenic Drive Roadway and Infrastructure Improvements	Port of Long Beach	2	Pre-implementation
LB-ELA_0121	Pier D Street Realignment	Port of Long Beach	2	Pre-implementation
LB-ELA_0021	Alameda Corridor Terminus Enhancements	Port of Los Angeles	2	Pre-implementation
LB-ELA_0124	Port of Los Angeles National Multimodal Freight Network Improvement Program: Rail System Improvement Projects	Port of Los Angeles	2	Pre-implementation
NA - New	FRATIS Phase 2	Multiple Jurisdictions	NA/New	
NA - New	Truck Safety and Truck Cut Through Study	Multiple Jurisdictions	NA/New	

Projects deemed to be fully funded were removed from list (see Appendix 8-A)



Carta del Centro de Formación de Mano de Obra para el Movimiento de Bienes del Puerto de Long Beach

From: "Weissman, Sharon L." <sharon.weissman@polb.com>
Date: March 18, 2024 at 2:55:12 PM PDT
To: Michael Cano <canom@metro.net>, Robert Calix <calstrategicmgt@gmail.com>
Cc: "Dau-Ngo, Theresa" <theresa.dau-ngo@polb.com>, "Espinoza, Shana" <shana.espinoza@polb.com>
Subject: Draft POLB comments - Draft LB-ELA Corridor Mobility Investment Plan

Hello Michael and Robert,

Here are some of our thoughts at the Port on the Draft Investment Plan sent to us at the end of January.

Will you be highlighting tonight changes, if any, from the plan sent in January?

Thanks,
Sharon

DRAFT
Port of Long Beach Comments – March 2024
Draft Long Beach-East Los Angeles Corridor Mobility Investment Plan

1. **Acknowledgments – Task Force, Freight and Logistics Industry, pg. xii:**
 - a. Revise title for Theresa Dau-Ngo, Director of Port Planning
2. **Table 8-1. Corridor Investments Supported by Other* Funding Sources, p. 8-3:**
 - a. Revise information on Port of Long Beach projects to remove double-counting of project costs. The Pier B On-Dock Rail Support Facility project costs are included in both the SWIFT program, which received PFIP funding, as well as under the “America’s Green Gateway: Pier B Rail Program Buildout” which received Mega funding. See attached revised table for breakdown of all grants awarded to the various components of the Pier B On-Dock Rail Support Facility project.
3. **Table 8-8. Freeway Safety and Interchange Improvements Modal Program, p. 8-74:**
 - a. The “Congestion Pricing” and “Express Lanes Strategic Initiative” projects should not be listed as Tier 1 for the I-710 freeway.
4. What is the proposed plan for the Task Force following adoption of the LB-ELA Corridor Investment Plan?

5. How will progress/implementation of the proposed projects in the LB-ELA Corridor Investment Plan be monitored? Will there be updates to performance metrics and benefits of the projects?

Thank you,
Sharon

Mode and Project Name	Estimated Total Cost (\$M)	Committed Amount (\$M)
Goods Movement		
Middle Harbor Terminal Zero Emission Conversion Project	\$30.14	\$37.68
North Harbor Transportation System Improvement Project (Pier B)	\$1,567.00	\$52.63
America's Green Port Gateway Phase 1: Pier B Early Rail Enhancements		\$52.20
America's Green Gateway: Pier B Rail Program Buildout		\$283.00
America's Green Gateway: Pier B Early Rail Enhancements Project		\$70.44
Pier B Street Freight Corridor Reconstruction Project		\$26.30
SWIFT (Pier B Components)		\$158.40
SWIFT (Electrification Projects)	\$593.67	\$224.95
Maritime Support Facility (MSF) Improvement and Expansion Project	\$149.33	\$198.25
Port of Los Angeles Rail Mainline/Wilmington Community and Waterfront Pedestrian Grade Separation Bridge	\$42.08	\$57.91
State Route 47 -Seaside Avenue and Navy Way Interchange Improvement Project	\$41.79	\$62.98
Commerce Rail Flyover	\$12.00	\$939.00
Hobart/Commerce Intermodal Facility	\$15.00	\$1,200.00
Active Transportation		
City of Bell Gardens Pedestrian and Bicycle Improvements	\$2.96	\$2.96

Funding Source

U.S. DOT Port Infrastructure Development Program

U.S. Mega Grant

Trade Corridor Enhancement Program (TCEP)

Congestion Mitigation & Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP)

Port Freight and Infrastructure Program (PFIP)

	Costs			
	Component Costs	Share	Program- wide Costs	Total Costs
Shoemaker Bridge Ramps Demolition	39.4	3.1%	8.9	48.3
Locomotive Facility	57.6	4.5%	13.0	70.6
Rail West Expansion	108.4	8.5%	24.4	132.8
Rail East Expansion	69.4	5.4%	15.6	85.0
LA-4 Pump Station	77.1	6.0%	17.4	94.5
Pico Ave. Realignment	96.1	7.5%	21.6	117.7
Pier B Street Widening	42.3	3.3%	9.5	51.8
Dominguez channel Bridge Widening	32.7	2.6%	7.4	40.1
North Yard Utilities & Pier B Street Widening	156.5	12.2%	35.2	191.7
North Yard Rail Expansion	421.4	32.9%	94.8	516.2
South Yard Rail Expansion	178.2	13.9%	40.1	218.3
Component Costs	1279.1	1	287.9	1567.0
Program Wide Costs	287.9			
Total Costs	1567			

Grant Funding

CMAQ/RS

TP	PIDP 2021	PIDP 2023	MEGA	PFIP	TCEP
				14.1	
	11.7				33.1
	22.2			83.3	
	18.3				37.3
				61.0	
		14.6			
16.3		4.7			
		33.0			
			201.5		
			81.9		
16.3	52.2	52.3	283.4	158.40	70.4
					633.093

	Funding requested	Share	Funding Awarded
Dominguez Channel Bridge	4.9	8.9%	4.7
North Harbor Utilities	34.7	63.2%	33.0
Pico Avenue	15.3	27.9%	14.6
Total	55.0		52.3
Funding Awarded	52.3		



Carta de la Coalición por un Aire Limpio (CCA)

Please find attached our comment letter on the draft LB-ELA Corridor Mobility Investment Plan.

Christopher Chavez
Deputy Policy Director
Coalition for Clean Air
chris@ccair.org<mailto:chris@ccair.org>
(213) 223-6868



Friday, March 15, 2024

Michael Cano
Executive Officer
Countywide Planning and Development
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

Re: Comments on the draft Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Mr. Cano,

Like Southern California's other freeways, Interstate 710 has become a defining force of its adjacent communities. Unfortunately, since its inception, Interstate 710 has always prioritized goods movement and economic considerations over public health and other community needs. As a result, freeway-adjacent neighborhoods have long endured significant pollution burdens. Southern California is already [home to the smoggiest air in the nation](#); so much so that the region has persistently violated National Ambient Air Quality Standards (NAAQS). Communities living near Interstate 710 are [exposed to even higher levels of pollution](#) – namely, carcinogenic diesel particulate matter.

The demise of the proposed expansion of Interstate 710 and the development of the Long Beach - East Los Angeles Corridor Mobility Investment Plan present an opportunity to improve regional transportation while also addressing community needs and air quality obligations. Rather than following California's long-followed orthodoxy of "adding just one more lane" and encouraging more driving, LA Metro can and should instead prioritize the communities impacted by the freeways. While many of the draft plan's proposed projects, such as increased transit services and complete streets infrastructure, are laudable, LA Metro needs to provide further clarification and safeguards to ensure community needs are met, civil rights protected, and Clean Air Act transportation conformity requirements fulfilled.

We appreciate LA Metro creating numerous opportunities for public input and discussion in the development of the LB-ELA Corridor Mobility Investment Plan. This process included many meetings and a lot of hard work by LA Metro staff and project consultants. We also understand that more opportunities for engagement are ahead, both in terms of finalizing the Corridor Mobility Investment Plan and its implementation. Yet, the plan is currently at a critical stage of development. LA Metro must use this moment to ensure the Corridor Mobility Investment Plan truly addresses the region's longstanding environmental inequities. To this end, we offer these comments:

- **The Corridor Mobility Investment Plan must be designed to address the main reason we are here: the harm from unhealthy air in the Interstate 710 communities and Southern California as a whole.**

In creating and implementing the Corridor Mobility Investment Plan, it is important to remember why we are here in the first place: the persistent environmental justice issues plaguing freeway adjacent communities, as well as the detrimental impacts Option 5C would have wrought. [As noted](#) by the United States Environmental Protection Agency (US EPA), expanding Interstate 710 would have illegally worsened air quality (and violated the Clean Air Act) even if the I-710 Clean Truck Program had been fully implemented. In other words - if every truck on a widened Interstate 710 were a zero-emissions vehicle, increases in tire, brake and road dust would still create unacceptable levels of air pollution. Further, US EPA has [just tightened](#) the standard for particulate matter (PM) and is [considering rejecting](#) the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan due to its inability to meet federal air quality standards. These developments underscore the need for any plan to reduce vehicle miles traveled (VMT), improve air quality and address community needs rather than prioritizing economic considerations.

It is also important to remember that failure to meet National Ambient Air Quality Standards (NAAQS) carries significant risks that not only puts public health in jeopardy, but also threatens the regional, and potentially, national, economy. If SCAQMD and the California Air Resources Board (CARB) are unable to demonstrate a viable pathway towards meeting air quality standards, US EPA can withhold almost all federal transportation funding, require two-to-one pollution offsets for new and expanding businesses, place hefty non-attainment fees upon stationary sources of air pollution, and impose a Federal Implementation Plan (FIP). FIP actions will likely include no-drive days for heavy-duty trucks and a loss of local control over air quality regulation. [Transportation is the largest source](#) of air pollution in California and attaining federal clean air standards will not be possible without reducing transportation-related emissions.

- **We remain concerned about the large number of highway-related projects and funding allocations in the proposed Corridor Mobility Investment Plan. LA Metro needs to provide more detail about the nature of these projects.**

We are concerned that the Corridor Mobility Investment Plan includes many highway-related projects. Of the more than forty initial projects identified for funding, at least sixteen are related to interchanges, auxiliary lanes or other highway projects. Similarly, the largest single investment category is for "Freeway Safety and Interchange Improvements." These projects are undefined and largely conceptual, which makes it impossible to provide informed and substantive feedback. We appreciate LA Metro's commitment to hold community hearing sessions to determine the design of these projects. We also appreciate LA Metro's public commitment to focus on improving smaller interchanges rather than constructing large projects focused on capacity

expansion. Still, the lack of specific information about the scope of these projects prevents us from endorsing the entire plan.

We do not oppose projects that are truly rooted in safety, such as improving lane and interchange geometry. LA Metro, however, should not use these projects as an opportunity to increase highway capacity. [Caltrans's policies](#) for California Environmental Quality Act (CEQA) analyses state that within an MPO area, a project that results in an increase in VMT in comparison to a no-build scenario, "will generally be considered significant" and require mitigation. Of particular concern is the potential to discreetly expand Interstate 710 through auxiliary lanes and freeway interchange to freeway interchange "gap" closures. While auxiliary lanes help moderate traffic flow and merging, multiple chained, long auxiliary lanes can result in de facto freeway expansion. This is an approach that LA Metro should avoid.

- **We strongly support proposed investments that will improve transit access and service as well as complete streets projects. We also support funding for community-based programming and LA Metro's plans to partner with local organizations.**

As already stated, California and the Los Angeles region must reduce transportation-related pollution. To achieve this, we support meaningful improvements to public transit, active transportation, and micromobility. These investments are imperative if Southern California is to reduce VMT and transportation-related pollution. The same can also be said for complete streets projects that are built around active transportation and clean mobility (rather than merely adding rudimentary infrastructure to a widened street as an afterthought).

We also support projects that have environmental justice benefits, such as the Shoemaker Bridge Replacement Project. This bridge replacement project will realign the Shoreline Drive/Interstate 710 connector in downtown Long Beach that currently cuts off disadvantaged, park-poor neighborhoods from much needed greenspace. Lastly, we support programmatic investments that address health, economic and other needs in communities along the Interstate 710 corridor. To this end, we encourage LA Metro to work with and foster community-based leadership to ensure residents of the corridor communities have ownership in and enjoy the direct benefits of these investments.

- **Many, if not most, of these projects are off-the-shelf and have been "in the works" for some time. LA Metro needs to provide more information as to what these proposals were originally attached to, and which projects are designed in response to Taskforce and Community Leadership Committee discussions.**

While it is understandable to have an extensive list of projects ready for the Corridor Mobility Investment Plan, LA Metro should be transparent about the origin of these projects and be careful to not crowd out community initiatives. Otherwise, the Corridor Mobility Investment Plan could ultimately serve as a wish list of previously unfunded LA Metro priorities rather than addressing community needs. Additionally, many of these proposals are likely tied to other projects. As such, LA Metro needs to be clear as to which of these proposals are part of other projects (and what those projects are), and which proposals were developed specifically in response to the Corridor Mobility Plan development process.

- **Should LA Metro create a congestion pricing system, it must minimize impacts on low-income residents. Further, congestion pricing underscores the need for high-quality, affordable and safe transit and mobility options.**

We understand that congestion pricing proposals require much thought and consideration. Currently, corridor-adjacent communities subsidize the costs and impacts of vehicular traffic through poor health, shortened lifespans, and a degraded quality of life. A well-designed, equity-focused congestion pricing system would instead shift this cost away from these vulnerable communities. A poorly designed system, however, could increase costs for low-income residents who must drive for work or to access basic goods and services. As such, any congestion pricing system must carefully consider how to minimize, or preferably, eliminate impacts on low-income households. Failure to do so would, at best, negate the benefits realized from congestion pricing, and at worst accelerate displacement due to increased transportation costs. Additionally, congestion pricing underscores the need for public transportation, active transportation, and micromobility investments, as people will need safe, clean and reliable alternatives to driving.

- **The Corridor Mobility Investment plan should clarify that Pacific Harbor Line (PHL) is independent of Union Pacific and BNSF. Additionally, Metro should consider including multiple zero-emission rail technologies as part of its investment strategy.**

Perhaps unintentionally, the draft Corridor Mobility Investment Plan seems to assume Pacific Harbor Line is part of Union Pacific and/or BNSF. Specifically, Project LB-ELA_0217: Freight Rail Electrification Pilot Project states:

“Work with the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroads to continue to develop and test various battery electric locomotives for operation on the Pacific Harbor Line and in the Alameda Corridor, with an ultimate goal of advancing a ZE technology capable of entering commercial, revenue service operation.”

We support efforts to deploy zero-emission locomotives and have long pushed Union Pacific and BNSF to deploy their cleanest locomotives to Southern California. PHL, however, is a separate Class III short line railroad that is not part of Union Pacific or BNSF. It is also worth noting that PHL has been proactive in reducing emissions and is currently engaged in projects to test and demonstrate zero emissions locomotives. As such, the Corridor Mobility Plan should clarify PHL's status as an independent operator and partner in the implementation of the Plan. Additionally, LA Metro may want to consider other zero-emission locomotive technologies as part of the Plan as heavy-duty freight rail is a "hard-to-electrify" sector.

Thank you for your consideration of our comments. We again want to express our appreciation for the numerous opportunities for public comment and involvement. We recognize that, even as a draft document, the Corridor Mobility Investment Plan is an improvement over the original Option 5C proposal. We hope LA Metro uses these and other community comments to improve and strengthen the proposal and create a plan that will both transform and empower the communities along the Interstate 710 Corridor.

Sincerely,

A handwritten signature in cursive script that reads "Christopher Chavez". The signature is fluid and includes a long, sweeping underline that extends to the right.

Christopher Chavez
Deputy Policy Director



Carta de respuesta de Metro a la Coalición por un Aire Limpio (CCA)

From: Cano, Michael <CanoM@metro.net>

Sent: Friday, March 15, 2024 5:36 PM

To: Chris Chavez <chris@ccair.org>

Cc: 710corridor@metro.net <710corridor@metro.net>; Robert Calix <calstrategicmgmt@gmail.com>; Joe Lyou <joe@ccair.org>; Laura Herrera <LHerrera@arellanoassociates.com>; Susan DeSantis <SDeSantis@ArellanoAssociates.com>; Levinsohn, Dave <dave.levinsohn@aecom.com>; Jonathan Overman <joverman@camsys.com>; Cylear Dodds, KeAndra <cyleardoddsk@metro.net>; Medina, Jessica <medinaje@metro.net>; Chaves, Ernesto <chavese@metro.net>; Delgadillo, Lucy <delgadillolu@metro.net>; Yamagami, Akiko <yamagamia@metro.net>; De Loza-Gutierrez, Lilian <delozagutierrezl@metro.net>

Subject: Re: Coalition for Clean Air comment letter on LB-ELA Corridor Mobility Investment Plan

Chris:

Thank you for your thoughtful letter — we appreciate it very much! We look forward to discussing it on Monday. I believe the slide deck for Monday is going out, but we will add a slide to discuss these items as part of our presentation.

Thank you, Dr. Lyou, and the team at the Coalition for Clean Air for your leadership and help in pushing Metro to create a new and better way to invest in the I-710/LB-ELA Corridor. We look forward to reviewing the items raised in the letter and finding ways to respond to them as we revise the Draft CMIP for review in April.

If you have any additional questions or want to talk directly, please reach out!

See you Monday,

Michael Cano
LA Metro
Executive Officer
Countywide Planning & Development
213.418.3010 W
213.305.0423 C
Metro.net | Facebook.com/LosAngelesMetro
Metro provides excellence in service and support



Carta de la Coalición por la Salud y la Justicia Medioambiental (CEHAJ) y los Residentes de Long Beach Empoderados (LiBRE)

Hello Metro Staff,

Thank you for the opportunity to provide comments on the Long Beach-East Los Angeles Corridor Mobility Investment Plan (“CMIP”). On behalf of members of the Coalition for Environmental Health and Justice (CEHAJ) and Long Beach Residents Empowered (LiBRE), I share our joint letter outlining our groups’ positions and suggestions on the Draft CMIP.

Thank you for taking our comments into consideration. We look forward to continuing to work together to strengthen the CMIP.

Respectfully,

Vanessa Rivas Villanueva (*she/her*)
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March 28, 2024

via electronic mail

Michael Cano, Executive Officer
LA Metro
1 Gateway Plaza
Los Angeles, CA 90012
CanoM@metro.net and 710Corridor@metro.net

Re: Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Michael Cano and Project Team Staff,

On behalf of the undersigned organizations, members of the Coalition for Environmental Health and Justice (“CEHAJ”), and Long Beach Residents Empowered (LiBRE), we submit this letter to raise aspects of the Draft Long Beach-East Los Angeles Corridor Mobility Investment Plan (“Draft CMIP”) we support in concept, as well as specific concerns that threaten an extensive public process that Metro and Caltrans went through when devising priorities along the I-710 South corridor (“Corridor”).

I. Introduction.

The communities along the Corridor have experienced heightened pollution burdens, health impacts, unemployment, and housing instability since the creation of the I-710. For over two decades, the major Corridor study on I-710 loomed over our communities with the threat of increased negative impacts on our already overburdened neighborhoods. Despite consistent and

voiced opposition from impacted stakeholders, on March 1, 2018, the Metro Board accepted Caltrans' proposal to favor Alternative 5C, which called for Caltrans to expand the I-710 freeway, ignoring community concerns that it would increase dangerous pollution levels in what is known as a "diesel death zone."

When the United States Environmental Protection Agency ("EPA") expressed concern that the original I-710 South Project would fail to meet air quality conformity, Metro and Caltrans suspended Alternative 5C's advancement. We were encouraged when Metro came to terms with the fact that Alternative 5C stood in stark contrast to a sustainable and equitable future and initiated the I-710 South Corridor Task Force ("Task Force") as the focal point to advance a vision that centers on equity and sustainability. Over the past two years, our good-faith engagement hinged on Metro's steadfast commitment to equity, as defined by the Corridor communities, and sustainability principles to repair past harm done to communities. As Metro itself admits, "Given the high percentage of BIPOC populations in the Corridor," the issues identified during the planning process "reinforc[ed] racial inequities and demonstrate[d] how structural racism persists in urban communities."¹

CEHAJ has consistently called for change along the I-710, including meeting the community's demands for greater protection of public health for impacted residents and community-centered decision-making with affected communities as co-designers of a plan to help repair past harms. While this Draft CMIP aims "to achieve a multidimensional, multimodal investment strategy to improve regional and local mobility and air quality," the Task Force emphasized the need to promote equity at every step. For this to occur, the process must not only create greater transparency and provide a meaningful seat at the table for "stakeholders who live and work along the LB-ELA Corridor" but also "identify opportunity areas for the Investment Plan's projects and programs to support meaningful improvements, and identify the desired community results (equitable future states of well-being) to which these improvements of the Investment Plan will contribute."² Thus, repairing past harms should remain central to the prioritization process under the Task Force and CLC's Vision, Goals, and Guiding Principles.

Metro has an opportunity to address the racist and harmful legacy of freeway expansions by using Measure R and M investments to directly benefit residents in communities hardest hit by the creation of the I-710. The Draft CMIP is supposed to "elevate and engrain...equity across all goals, objectives, strategies, and actions."³ Meaningful community input and engagement are essential, and we believe that the Task Force's re-engagement of community stakeholders serves as a critical starting point.

¹ LB-ELA Draft Corridor Mobility Investment Plan, p. 4-3.

² LB-ELA Draft Corridor Mobility Investment Plan, p. 2-12.

³ LB-ELA Draft Corridor Mobility Investment Plan, p. xxvi.

The Draft CMIP, however, currently falls short of delivering on equity in several ways.

- First, the Draft CMIP fails to promise communities that no one will be displaced by the implementation of any of the projects it proposes to endorse. CEHAJ has consistently called for Metro to end both residential and small business displacement along the Corridor. In late February, Supervisor Janice Hahn voiced her unambiguous call for Metro to “commit itself to zero residential property takes” and to have as “one of its top priorities ensuring that [its] projects do not result in kicking people out of their homes.”⁴ We applaud Supervisor Hahn for making this commitment a part of her approach to the Draft CMIP and invite the entire Metro Board to join a resolution opposing all displacement. The final CMIP must make an unequivocal statement of zero displacement as an outcome of its investment.
- Second, two weeks before the Draft CMIP was released, Metro announced several material changes to the prioritization of projects, shifting which projects would receive priority funding. This change arbitrarily elevated individual industry-led projects and deprioritized and bundled community-facing projects with the potential to deliver substantial benefits to beleaguered residents.
- Third, the inclusion of Community Programs, while laudable, appears to be the lowest priority in the Draft CMIP when considering the lack of firm commitment to full implementation. We are pleased to see the County of Los Angeles stepping in to offer resource support to Metro to help actualize Community Programs, but we need to see more solid commitments to their full and independent implementation in the CMIP itself. Metro must use the County’s commitment to these programs as an opportunity to redouble its commitment to ensuring the benefits come to fruition and are further co-designed and implemented in partnership with impacted communities.

With these principles in mind, our comments focus on the following: 1) projects must help address air pollution and protect public health; 2) Metro should stay true to its commitment to equity and allow the community to define community benefits; 3) industry special interests should not be allowed to derail an equitable investment plan by artificially elevating pet projects while undermining the time and resources that Metro, the Community Leadership Committee (“CLC”), community-based organizations (“CBOs”) and community stakeholders who have invested in democratizing the CMIP creation and approval process.

⁴ Supervisor Janice Hahn, Letter to LA County Metropolitan Transportation Authority CEO, Stephanie Wiggins, (February 27, 2024); <https://twitter.com/SupJaniceHahn/status/1762635137454600240>.

II. Summary of Comments.

The following section summarizes CEHAJ's positions on several projects presented in the Draft CMIP.

A. Projects CEHAJ Supports in Concept.

- **Freeway, so long as they do not result in displacement or the addition of lanes and adhere to Clean Air Act conformity analysis requirements.**
 - LB-ELA_0028: I-710/Willow Interchange Improvements
 - LB-ELA_0156: Traffic Controls at I-710 Freeway Ramps
 - LB-ELA_0157: I-710 Particulate Matter (PM) Reduction Pilot Project
- **Arterial Roadway, so long as they do not result in displacement or the addition of lanes and adhere to Clean Air Act conformity analysis requirements.**
 - LB-ELA_0057: Atlantic Complete Street Corridor
 - LB-ELA_0058: Florence Complete Street Corridor
 - LB-ELA_0061: Slauson Complete Street Corridor
 - LB-ELA_0062: Long Beach Complete Street Corridor
- **Transit.** We support improving transit service times, rider experience, and bus shelters along key routes in the corridor. We urge staff to consider expanding the availability of bus shelters for residents. CEHAJ plans to work with Metro to improve these programs with robust community outreach and engagement. For these reasons, we support investment in the following projects:
 - LB-ELA_0175: Install Quad Safety Gates at all A Line [Blue Line] Crossings, as long as these projects include community consultation to ensure gates are properly positioned and do not reduce pedestrian access points or create additional barriers to mobility.
 - LB-ELA_0179: Metro Bus Priority Lane Corridor along Line 66 (Olympic Blvd)
- We urge Metro to consider the following projects as part of a transit safety package included on the Initial Investments Lists:
 - LB-ELA_0189: Transit System Cleanliness and Maintenance
 - LB-ELA_0177: Second Elevator to Firestone and Slauson A Line Station
- **Active Transportation.**
 - LB-ELA_0008-Blue Line First Last Mile Plan
 - LB-ELA_0158: Del Amo Pedestrian Gap Closure Project
 - LB-ELA_0170: Huntington Park Safe Routes for Seniors
 - LB-ELA_0201: Pedestrian/Bicycle Enhancements and Safety Features
 - LB-ELA_0208: Salt Lake Avenue Pedestrian Accessibility Project in Cudahy
- **We support the following projects if they include analysis for localized emissions.**
 - LB-ELA_0072: Traffic Signal Coordination Projects
 - LB-ELA_0099: Traffic Signal Synchronization Projects
 - LB-ELA_0112: Signal Coordination/ITS Projects

- LB-ELA_0167: I-710 Arterial Signal Performance Measurement
- LB-ELA_0215: I-710 Arterial Traffic Signal Control Communication Upgrades
- **Community Programs.** The CMIP needs to include critical investments that serve to repair the harmful legacy of racist land use decisions and freeway design that created the inequality that persists today. The community programs offer an opportunity to bring investments directly to communities in the Corridor and start the work of improving conditions for residents and course correcting. CEHAJ fully supports improving these programs and working with Metro to ensure they succeed and are designed and led by Corridor communities.
 - LB-ELA_0135: Housing Stabilization Policies
 - LB-ELA_0187: LB-ELA Corridor “Urban Greening” Initiative
 - LB-ELA_0191: Zero Emission Infrastructure for Autos
 - LB-ELA_0192: Bus Electrification Projects
 - LB-ELA_0194: Homeless Programs
 - LB-ELA_0195: Targeted Hire Programs
 - LB-ELA_0218: Air Quality Monitoring Stations
- **Zero-emissions Transportation and Infrastructure.** CEHAJ continues to support the elimination of diesel trucks from the Corridor with prioritization for direct electrification for freight transportation and continued robust community engagement during the planning and deployment of these strategies and supporting infrastructure. For these reasons, we support investment in the following projects if they commit to using limited public funds to advance only zero emissions solutions.
 - LB-ELA_0023: Clean Truck Infrastructure
 - LB-ELA_0004: Long Beach-East Los Angeles Corridor Clean Truck Program

B. Projects CEHAJ Does Not Support.

- We caution against programs framed as "community benefits" while embedding harmful hyper-surveillance of residents through cameras and other technologies that undermine civil liberties and invade privacy. For these reasons, we do not support:
 - LB-ELA_0075: Video Camera installation
 - LB-ELA_0084: Video Detection Upgrades
- We oppose the prioritization of industry-led projects over community projects. Several projects artificially elevate pet projects while undermining the time and resources that Metro, the CLC, community organizations, and stakeholders have invested to democratize the investment plan.
 - LB-ELA_0151: Freight Rail Study (to the extent it fails to study the breadth of potential impacts on communities)
 - LB-ELA_0217: Freight Rail Electrification Pilot Project, to the extent the project serves only private industries that should fund electrification directly.
- We do not support the inclusion of the following projects in the modal programs:

- LB-ELA_0153: Congestion Pricing
- LB-ELA_0182: Express Lanes Strategic Initiative
- LB-ELA_0043: 710 Commerce/Vernon Hobart Rail Yard Overhead
- LB-ELA_0049: Increased Security at Metro’s Existing and Planned Light Rail Stations
- LB-ELA_0091: I-710/Anaheim Interchange Improvement
- LB-ELA_0093: I-710/Wardow Interchange Improvement

C. Deficiencies in the Draft CMIP that Require Clarification and Disclaimers.

- The CMIP should clarify that community consultation is intended throughout the development of these projects. A similar reference should be made in the Clean Truck Infrastructure [LB-ELA_0023] and Zero Emissions Truck Program [LB-ELA_0004].
- The CMIP needs to articulate the expected implications of individual projects to public health and air quality before being endorsed. Advancing projects without further scrutiny contradicts the Task Force and CLC's Vision, Goals, and Guiding Principles. Metro should provide a better evaluation, even preliminary, of the potentially toxic air impacts of the initial list of proposals, especially if these projects are derivative of prior proposals for the freeway.
- The CMIP must make an unequivocal statement ensuring the implementation of any proposed projects will not lead to the displacement of current residents or small businesses.
- Equity points were improperly given to Freeway and Arterial projects for reasons that do not align with the Corridor communities' demand of the Task Force’s definition of equity.
- The lack of specificity in the CMIP’s treatment of Community Programs raises questions about the plan's commitment to uplifting the community's needs and shows a potential disconnect between the planners and the communities they seek to serve. Additionally, Community Programs should not be used as “mitigation” for potentially harmful projects, and their advancement should not depend on the implementation of potentially harmful projects through “bundling” or mechanisms that would otherwise tie them to projects not serving the community directly.
- Freeway, Arterial, and Transit Projects have not been evaluated to ensure they do not fail for the same reason Alternative 5C failed.
- We urge Metro to prioritize Class VI bike lanes over other options and avoid the unintended consequence of increasing impervious cover in areas already marked by increased flood risks and urban heat island effects.
- Metro lacks a definition of zero emissions that eliminates the harms associated with combustion and nitrogen oxide (NOx) emissions.
- Equity flags should be given to the following projects.
 - LB-ELA_0031: I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors

- LB-ELA_0034: I-710/Florence Interchange Improvements
- LB-ELA_0037: I-710/I-105 Connector Project Improvements
- LB-ELA_0092: I-710/PCH Interchange Improvement
- LB-ELA_0028: I-710/Willow Interchange Improvements
- Language should be included for the following projects to prioritize pedestrian and bicycle safety and not just facilitate vehicle throughput.
 - LB-ELA_0057: Atlantic Complete Street Corridor
 - LB-ELA_0058: Florence Complete Street Corridor
 - LB-ELA_0061: Slauson Complete Street Corridor
 - LB-ELA_0062: Long Beach Complete Street Corridor
- Request confirmation that the Bus Stop Improvement project will absorb Bus Stop Improvements in the City of Commerce [LB-ELA_0077], Maywood [LB-ELA_0103], and City of Signal Hill [LB-ELA_0118].

III. Prioritize Public Health and Eliminate Projects that May Cause More Harm than Good.

A. Metro has the Opportunity to Course Correct and Address Systematic Harms Through the CMIP.

The Draft CMIP lacks specificity on what communities should expect regarding possible implications on their health, air quality, and climate. The purpose of the two-year process to develop the Draft CMIP was to change a historic pattern of development that continues to fail to prioritize the health and well-being of Corridor residents and communities most impacted. The Draft CMIP does a great job of framing the complex history of the nation’s “diesel death zone” — demonstrating the moral imperative to improve public health and air quality in the Corridor. Yet, there is a dearth of details on what health impacts the public can expect from recommended projects. We acknowledge that many projects are far from being fully developed or environmentally reviewed; however, we are left questioning how the Draft CMIP prioritizes transformative change if it does not meaningfully analyze those impacts in concept to ensure future investment does not continue harming Corridor communities.

We learn almost nothing about how each recommended project will directly impact health and air quality locally and reverse past harms in the region. The Draft CMIP includes an “Evaluation and Prioritization” section that is more than 20 pages long and factsheets for each project and program recommended for initial funding. However, for most of the proposed projects, the possible health and air quality implications are marked as “N/A” in many cases; we are left feeling like our continuous calls for prioritizing community health remain unheard.

B. Current and Future Investment in the Nation’s “Diesel Death Zone” Must, at Minimum, Improve Air Quality.

EPA’s recent changes to the nation’s ambient air quality standards reinforce the need to create more stringent, ambitious, and comprehensive strategies to protect more lives and improve air quality in the Corridor, even in the early stages of project development,. As of early February 2024, the EPA strengthened the Clean Air Act standard for fine particulate matter by lowering the annual air standard for PM2.5 pollution from 12 micrograms per cubic meter to 9 micrograms per cubic meter.⁵ Currently, most, if not all, of the communities in the Corridor live in areas with concentrations of PM2.5 above 10 µg/m³.⁶ CEHAJ and community members have continuously requested that Metro foster local and regional clean air quality by clarifying how proposed recommendations will comprehensively affect the health of those working and living in the Corridor. The environmental justice implications of not addressing pollution-induced health disparities in the region are impossible to ignore. Approximately 73 percent of residents live in an Equity Focus Community area, meaning an estimated 876,000 residents.⁷ It is not enough to say these impacts will be analyzed later while at the same time acknowledging the 710 Task Force was created to address community concerns earlier in the project planning process.

C. Metro Must Provide a More Comprehensive Evaluation of the Toxic Air Impacts of Initial List Proposals.

Metro’s suggested use of health proxies, such as shifting emissions, increased local emissions, bicycle and pedestrian safety, increased vehicle miles traveled, expansion of impervious cover, noise pollution, and physical transportation barriers, are all important to track but need to result in a comprehensive approach to assessing these impacts in each proposal as an evaluation criterion, not just as proxies. Of the twenty-seven criteria used to evaluate health-related project outcomes (see Table A), only four criteria (AQ1, CH1, CON5, CON9) directly advance transparency on the implications to air quality and health. Furthermore, data on these four criteria is extremely limited, if at all available, for the vast majority of the projects and programs recommended for initial investment, with many receiving N/A simply because there is no data currently available (see Table B).

⁵ EPA, “EPA finalizes stronger standards for harmful soot pollution, significantly increasing health and clean air protections for families, workers, and communities,” February 7, 2024, available at <https://www.epa.gov/newsreleases/epa-finalizes-stronger-standards-harmful-soot-pollution-significantly-increasing>.

⁶ LB-ELA Draft Corridor Mobility Investment Plan, p. 3-17.

⁷ LB-ELA Draft Corridor Mobility Investment Plan, p. 3-4.

Table A. Project Health Outcomes and Relevant Criteria




































Project Health Outcomes	Criteria	Criteria Description
	AQ1, EQ-AQ1	Reduce Emissions (NOx, PM2.5)
	CH1, EQ-CH1	Reduce Emissions (Health Effects metrics: Diesel Particulate Matter, PM2.5)
	CH2, EQ-CH2	Reduce exposure at receptors (HVAC/HEPA, near-roadway vegetation)
 	CH3, EQ-CH3	Mode Shift to active transportation, transit
	CH5, EQ-CH5	Bike/Ped Access to parks, recreational areas, or open spaces
 	SF1, EQ-SF1	Protections for Bike / Users (bike class)
 	SF2	Traffic Protections (bike/ped)
	SF4	Includes Safety Features
	SF6	Traffic Calming Features
	EN6, EQ-EN6	Reduce Heat Island Effect; Provide Cooling Features for Users
	OP1, EQ-OP1	Access to jobs
	OP4	Work Force Development
	OP5	Potential Targeted Hire, New Construction Jobs
	OP6, EQ-OP6	Access to Quality of Life amenities (grocery stores, healthcare services, schools)
	OP7, EQ-OP7	Access to open space, recreation and parks, LA river, etc.
 	SA1	Reduces reliance on polluting and energy-intensive modes of travel and goods movement
	SA2	Promotes physical activity and health through active transportation and recreation
	SA3	Improves climate resilience through mitigation of flooding and extreme heat impacts
	SA4	Supports job creation in, and workforce transitions to green technology and infrastructure sectors
	SA5	Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity
 	CON4	Potential for Traffic Diversion
	CON5	Potential to increase Localized Emissions / Emissions Shifting
 	CON6	Potential for Bike/ped safety impacts
 	CON9	Potential for VMT Increases
	CON11	Potential to increase impervious cover
	CON13	Potential to increase noise pollution
 	CON15	Potential for new barriers/decreased access

Table B. Current Air Quality Evaluation for Projects and Programs Recommended for Initial Investment

Project Type	Project ID	Project Name	AQ1	CH1	CON5	CON9
Active Transportation	LB-ELA_0006	Rail to River Active Transportation Corridor Segment B	NA	NA	NA	NA
Active Transportation	LB-ELA_0008	Blue Line First Last Mile Plan Improvements	NA	NA	NA	NA
Active Transportation	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan	NA	NA	NA	NA
Active Transportation	LB-ELA_0111	West Santa Ana Branch Bike & Pedestrian Trail	NA	NA	NA	NA
Active Transportation	LB-ELA_0139	Humphreys Avenue Pedestrian/Bicycle Overcrossing	NA	NA	NA	NA
Active Transportation	LB-ELA_0165	Compton Creek Bike Underpasses	NA	NA	NA	NA
Arterial Roadway	LB-ELA_0010	Shoemaker Bridge/Shoreline Drive	1	0.0	1	0
Arterial Roadway	LB-ELA_0057	Atlantic Complete Street Corridor	NA	NA	NA	0
Arterial Roadway	LB-ELA_0058	Florence Complete Street Corridor	NA	NA	NA	0
Arterial Roadway	LB-ELA_0060	Alondra Complete Street Corridor	NA	NA	NA	0
Arterial Roadway	LB-ELA_0061	Slauson Complete Street Corridor	NA	NA	NA	0
Arterial Roadway	LB-ELA_0062	Long Beach Complete Street Corridor	NA	NA	NA	0
Freeway	LB-ELA_0028	I-710/Willow Interchange Improvements	1	2.0	1	0
Freeway	LB-ELA_0029	I-710/Del Amo Interchange Improvements	1	2.0	1	0
Freeway	LB-ELA_0030	I-710/Long Beach Blvd. Interchange Improvements	1	2.0	1	0
Freeway	LB-ELA_0031	I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors	1	2.0	1	0
Freeway	LB-ELA_0032	I-710/Imperial Interchange Improvements	1	2.0	1	0
Freeway	LB-ELA_0033	I-710/Firestone Interchange Improvements	1	2.0	1	0
Freeway	LB-ELA_0034	I-710/Florence Interchange Improvements	1	2.0	1	0
Freeway	LB-ELA_0035	I-710 Auxiliary Lanes (Willow to Wardlow)	1	2.0	1	1
Freeway	LB-ELA_0036	I-710 / I-405 Connector Project Improvements	1	2.0	1	0
Freeway	LB-ELA_0037	I-710/I-105 Connector Project Improvements	1	2.0	1	0
Freeway	LB-ELA_0038	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	1	2.0	1	1
Freeway	LB-ELA_0091	I-710/Anaheim Interchange Improvement	NA	NA	NA	0
Freeway	LB-ELA_0092	I-710/PCH Interchange Improvement	1	2.0	1	0
Freeway	LB-ELA_0093	I-710/Wardlow Interchange Improvement	1	2.0	1	0
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps	NA	NA	NA	0
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project	NA	NA	NA	NA
Freeway	LB-ELA_0181	Freeway Lids, Caps, and Widened Bridge Decks	NA	NA	NA	0
Goods Movement	LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program	NA	NA	NA	0
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure	NA	NA	NA	0
Goods Movement	LB-ELA_0151	Goods Movement Freight Rail Study	NA	NA	NA	NA
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project	NA	NA	NA	NA
Transit	LB-ELA_0141	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	1	2.0	0	NA
Transit	LB-ELA_0142	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	1	2.0	0	NA
Transit	LB-ELA_0144	Metro Bus Priority Lane Corridor along Line 111 (Florence)	1	2.0	0	NA
Transit	LB-ELA_0146	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	1	2.0	0	NA
Transit	LB-ELA_0168	Compton Transit Management Operations Center Enhancements	NA	NA	NA	NA
Transit	LB-ELA_0175	Install Quad Safety Gates at all A Line [Blue Line] Crossings	NA	NA	NA	NA
Transit	LB-ELA_0203	Bus Stop Improvements	NA	NA	NA	NA

The Draft CMIP ultimately prioritized projects without air impact scores, masking the fact that these projects do indeed have air quality impacts. For example, Goods Movement projects' implications on air quality and health were measured using qualitative criteria AQ2, which

focuses on a project’s potential to facilitate the deployment of zero-emission vehicles and equipment. Most of the Goods Movements projects, including those in the Modal Programs, received scores of N/A for criteria used to evaluate health-related project outcomes because they lack sufficient information or methodologies to provide any insight on how they might lead to increased levels of diesel particulate matter, nitrogen oxides, fine particulate matter, localized emissions or emission shifting, and increases in vehicle miles traveled (i.e., the Draft CMIP cannot calculate impacts for criteria AQ1, CH1, CON5, and CON9).⁸ According to staff presentations, this N/A score means there might be an emissions increase, but Metro is currently unable to calculate or estimate the level of impact. The lack of comprehensive scoring criteria to account for health means that there are projects Metro may fund without complete or even conceptual information on the potential harm they will cause to our communities.

For similar reasons, the data on Freeway projects is not entirely trustworthy, as the methodology and calculations are also very limited. Of the 17 freeway projects recommended for initial investment, 13 received “Low Concern,” and four received “N/A” for their potential to increase emissions. When we consider their potential to increase vehicle miles traveled, 14 freeway projects received a “No Impact” score, two projects scored “Low Concern,” and one “N/A.” It is highly doubtful that no freeway project, including interchange projects, should not have received a score higher than 1 (Low Concern) for emissions increases (CON5) when historical data tell us that freeway traffic, particularly along the 710, is a large contributor to the region’s air pollution woes.⁹ The Draft CMIP evaluations are highly untrustworthy and defy common sense. For example, it is unclear why project I-710/Anaheim Interchange Improvement [LB-ELA_0091], a known traffic area for freight transportation, received N/A for emissions increase. Similarly, arterial projects lack sufficient information to determine whether the methodologies are accurate. It is equally unlikely that every arterial project recommended for initial investment should have received either an N/A or a 1.

D. The Lives of Workers and Residents in the Corridor Should be Prioritized, and Projects Likely to Cause Public Health Harm Should be Omitted.

Projects with the potential to create emissions and pollution in Corridor communities have no place in the CMIP. We strongly recommend Metro prioritize a thorough analysis of health implications before further investing in specific projects and programs. A viable solution for projects with no readily available data would be to qualitatively analyze health impacts based on what we currently know about freeway-related emissions instead of simply assigning N/A to projects generally known or expected to have implications. It is entirely possible that Metro does

⁸ Appendix 6-A Rubrics for Benefit and Concern Criteria.

⁹ South Coast Air Quality Management District, Final 2022 Air Quality Management Plan, p.2-32 through 2-34; available at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>.

not have sufficient data for all projects across all criteria. The lack of data justifies conducting further study and analysis to vet specific projects instead of the current method of advancing projects with “unknown or not applicable” health implications. Metro should more clearly identify which projects stem from past proposals related to the flawed and abandoned Environmental Impact Report (EIR) for Alternative 5C. In the absence of data for recommended projects, it could be helpful for Metro to include previous estimates and analyses on health implications for similar projects as examples of what communities could expect. Metro will be more transparent and help build trust if the CMIP acknowledges the potential to harm and provides any available estimates. Advancing projects that may cause harm to public health without a thorough study proving otherwise will only erode community trust in Metro and potentially derail the progress made during the past two years. Furthermore, given the limited funding pool, advancing projects unvetted for health impacts, even at a preliminary stage, means that other more health-protective projects may be excluded from this plan.

IV. Metro Should Prioritize Community Benefits.

The Draft CMIP represents a crucial opportunity to address long-standing inequities in transportation planning, particularly in communities of color disproportionately affected in the Corridor. While the Draft CMIP outlines various investments and improvements, there is a glaring lack of emphasis on community benefits, which should be a top priority. The Draft CMIP identified 15 Community Programs as priorities for Metro. We urge Metro not to use any of these Community Programs as forms of mitigation for potentially harmful projects in a “bundled” model. The advancement of Community Programs needs to be independent of the implementation outcomes of potentially harmful projects.

Community benefits must include proactive measures that deliver tangible outcomes that directly address the harm caused by past infrastructure projects. Describing the reduction of air pollution as a community “benefit” does a disservice to efforts to meaningfully rectify environmental injustices. Clean air is not a luxury or an added bonus for communities; it is a fundamental right and a vital necessity for health and well-being. Yet, far too many communities, particularly those burdened by pollution from industrial and transportation sources, bear the brunt of poor air quality. In these areas, respiratory illnesses and other health complications run rampant and highlight the immediate need to reduce pollution levels. Far too often, communities in the Corridor have been sidelined — their voices drowned out by decision-makers who do not understand or value their concerns. Community benefits programs must be co-designed by the affected communities themselves.

While initial funds are allocated for Community Programs, the Draft CMIP fails to provide detailed plans or descriptions for their implementation, which raises significant concerns about the feasibility and effectiveness of the proposed Community Programs. The absence of detailed

plans and descriptions for Community Programs is concerning for several reasons. Firstly, it deprioritizes these essential programs in the planning and implementation process. Without clear plans in place, there is a risk that the allocated funds may not be used effectively or that the intended goals of the programs may not be achieved. The lack of specificity in the Draft CMIP's treatment of Community Programs raises questions about the plan's commitment to uplifting the needs of the community and shows a potential disconnect between the planners and the communities they seek to serve. In order to address these concerns, we propose that Metro revise the Draft CMIP to include a more refined description of Community Programs with concrete strategies for continued implementation and funding, especially since Metro only provided details for "Community Programs" until early this year. These plans should be developed in consultation with community members to ensure they are responsive to community needs and priorities. The recent motion introduced by Supervisor Janice Hahn and unanimously passed by the Los Angeles County Board of Supervisors offers Metro additional support to ensure the implementation of these programs becomes feasible.¹⁰ We urge Metro to incorporate more concrete strategies, utilizing the County as a resource, to fully implement Community Programs.

Moreover, Metro's stated commitment to equity and multimodal transportation is not fully reflected in the allocation of resources within the Draft CMIP. A mere nine percent of initial investments are allocated to Community Programs. In contrast, a significant portion of funding is directed towards further developing "modal programs," such as freeway, transit, and goods movement infrastructure. This disproportionate allocation fails to prioritize more holistic and comprehensive initiatives directly supported by the affected communities and risks neglecting the root causes of transportation challenges. The imbalance not only undermines Metro's equity and sustainability goals but also risks deepening existing disparities and marginalizing the voices of communities most impacted by transportation projects. This requires a reevaluation of funding priorities within the CMIP to reflect the importance of community-led initiatives in achieving equitable and resilient transportation infrastructure. Ultimately, investing in community benefits is not just about meeting regulatory requirements or appeasing stakeholders; it is about recognizing the intrinsic value of community well-being and empowerment.

The lack of funding commitment could result in Community Programs being underfunded or abandoned altogether, further undermining the Draft CMIP's positive impact in the Corridor. It is imperative to ensure that Community Programs receive not only initial funding but also ongoing support for successful implementation. While the Draft CMIP includes initial funding for Community Programs, there is no discussion of how these programs will be sustained in the long term or any discussion of potential allocation from the \$248 million to further "modal programs." It is essential to ensure that Community Programs are not just funded for planning without a commitment to realize them. The Draft CMIP's funding allocation raises concerns about its

¹⁰ Motion by Supervisor Janice Hahn and Hilda L. Solis, March 19, 2024, available at <https://file.lacounty.gov/SDSInter/bos/supdocs/8ce66ebe-50be-4858-a810-afe1e8608900.pdf>.

commitment to community benefits and leaves Community Programs vulnerable to future underfunding, further undermining the plan's long-term impact in the Corridor.

A. Greenspace has Positive Health Outcomes.

There is a critical need to prioritize greenspace commitments in the CMIP, particularly for low-income communities of color in the Corridor. By focusing on community-supported programs and ensuring better greenspace commitments, the CMIP can directly benefit these marginalized communities. Greenspaces offer a wide range of benefits that complement and enhance the effectiveness of other transportation modes, making them essential components of any comprehensive investment plan. They play a vital role in improving air quality, absorbing pollutants, and releasing oxygen, which is especially beneficial for these communities burdened by pollution from industrial and transportation sources. Additionally, greenspaces provide valuable opportunities for active transportation, such as walking and cycling, encouraging sustainable modes of transportation and reducing congestion and greenhouse gas emissions. Furthermore, green spaces can help mitigate the urban heat island effect, reducing temperatures in urban areas. This is crucial as temperatures rise due to climate change, contributing to the creation of more resilient and adaptable communities in the Corridor. It is important to note that greenspace and increased greenery should be consulted with local Indigenous peoples, tribes, and organizations to honor and restore local plant life. We strongly favor a commitment to greenspace improvements as part of the CMIP.

The LB-ELA Corridor “Urban Greening” Initiative [LB-ELA_0187] offers the promise of delivering much needed greenspace to the region. We encourage Metro to prioritize areas right outside of schools for greenspace improvements, including the development of new parks and the upgrade of existing ones. A few non-exhaustive examples of areas where improvements can be targeted include the following: Washington Boulevard between Atlantic and Indiana Street; park areas between Darwell Avenue in Bell Gardens and Ira Street in Lynwood; areas on California Street between Tweedy and Southern in Southgate; Firestone Boulevard between Otis and California. The listed examples were all identified by Corridor residents, members of CEHAJ organizations, as places where existing park space could be improved or expanded. Residents have also voiced a desire for additional space allocated to community gardening to safely grow edible vegetation. We strongly encourage Metro to further consult with residents in deploying these strategies and look forward to participating in future discussions that include members of impacted communities.

B. Housing and Homelessness.

California is in the midst of an unprecedented housing crisis. The cost of housing is skyrocketing with a growing number of households, especially in already under-resourced communities like many in the Corridor, experiencing severe rent burdens and paying more than half of their

income just to stay housed.¹¹ Developing stronger housing protections for low-income renters and homeowners in the Corridor gets at the heart of the investment plan's equity principles by serving to repair the legacy of harm freeways have caused. Anti-displacement housing protections can also serve climate and air pollution goals by avoiding the pressures that force residents to seek more affordable housing options elsewhere and requiring them to commute longer distances to access jobs and resources, thus increasing vehicle miles traveled and harmful emissions.

We strongly believe Metro and the County can play a role in stabilizing housing by working with residents to develop programs that prevent unnecessary evictions, curb unlawful tenant harassment, ease gentrification pressures, and preserve existing affordable units while also spurring the development of sustainable, deeply affordable units that meet current environmental review and protections. To that end, we support the inclusion of the Housing Stabilization/ Land Use [LB-ELA_0135] in the Community Programs and hope to work with Metro and the County to further develop these programs and ensure maximum protection and benefits flow to Corridor residents. We believe there is a strong path forward for these programs through robust community engagement and consultation with tenant rights advocates, community land trusts, and mission-driven non-profit affordable housing experts. We also believe there is a strong benefit to developing new affordable housing options, especially along transit-rich areas. However, we remain skeptical of transit-oriented development initiatives that lack the necessary guardrails to ensure they do not lead to gentrification and other displacement pressures on existing Corridor residents. We, therefore, also urge Metro to consult with mission-driven affordable housing providers and tenant advocates in designing Transit Oriented Development initiatives [LB-ELA_0193].

Additionally, we believe homelessness support initiatives offer an opportunity to bolster local efforts to generate permanent housing options and services for the unhoused. Connecting unhoused riders of Metro to permanent housing and services, like those mentioned under Homelessness Programs [LB-ELA_0194], is a laudable goal. We urge Metro to consult with local CBOs serving the unhoused in developing these programs and caution against having these programs devolve into policing mechanisms that fail to address the root causes of homelessness.

C. Economic Stabilization and Local Hire.

CEHAJ is committed to supporting community programs that directly enhance and support economic stabilization, as well as empower residents through local hire commitments, job training, apprenticeships, and workforce development opportunities – including educational

¹¹ Jenesse Miller, *Even before the pandemic, struggling L.A. renters cut back on food, clothes and transportation*, USC Sol Price Center for Social Innovation, (December 15, 2020), <https://today.usc.edu/los-angeles-rent-burdened-households-basic-needs-usc-research/>.

opportunities for non-English speakers. These programs can aim to build sustainable, long-term, high-paying jobs that will ensure residents can stay in their communities and benefit directly from investments made to improve them.

We appreciate the inclusion of Community Programs that prioritize a more comprehensive approach to improving the economic well-being of Corridor residents harmed by the racist legacy of the I-710 development. We are pleased to see projects like the Economic Stabilization Policies [LB-ELA_0186] having the potential to achieve some of the equity goals aimed at correcting past harm and helping to uplift impacted communities. These programs may also be used to help stabilize and support culturally significant small businesses that have become the lifeblood of these communities for generations and will help strengthen community resilience and stave off displacement. Additionally, Targeted and Local Hire Commitments [LB-ELA_0195] have the potential to further strengthen communities and ensure that investments flowing to the Corridor directly benefit impacted residents. We strongly encourage the full implementation of these programs and suggest that local hire and training opportunities be a priority to the extent that infrastructure build-out and maintenance for zero emissions charging is also being funded and sited in impacted communities.

It's important to note that these programs are essential to correcting past harms. They should stand alone as independent projects that merit initial investment and ongoing support to ensure their implementation, not just in the planning phase. Moreover, they should not be bundled or made contingent on funding for projects that will not directly serve communities or run the risk of adding environmental and air pollution burdens, as this would undermine the equity principles developed through this process.

D. Air Quality Monitoring and Filtration.

Health-promoting programs, such as the LB-ELA Corridor Community Health Benefit Program [LB-ELA_0133], have the potential to bring about significant, equitable change in communities that are most affected by freeways, provided they are implemented correctly, co-designed with community, and with community input. We support Metro in including these programs as part of the Community Programs package and encourage their further development to maximize their effectiveness during the implementation phase. We are also encouraged by the County Board of Supervisors' recent commitment to supporting these programs by linking support from County departments with the technical expertise in developing health promotion, education, screening, and related services.

We suggest that Metro consider expanding support for households affected by freight pollution and offering assistance for whole-home retrofit programs. This could include improving weatherization and abating toxic substances such as lead, mold, and asbestos. It could be done in partnership with other programs and departments to improve indoor air quality, promote greater

energy efficiency, and prepare homes to transition to all-electric zero-emissions appliances for heating and cooling, such as heat pumps, to enhance climate resilience.

However, it's important to note that investments in air quality improvements cannot serve as mitigation for other harmful projects being proposed. Instead, they must aim to repair historical and ongoing harm from existing transportation infrastructure and not serve as a justification to usher in a new set of air quality problems.

We urge Metro to expand the services offered through this program, such as air filtration and monitoring systems, to help improve indoor air quality for homes, libraries, and community centers, in addition to schools in neighborhoods impacted most by freight traffic, noise, and other toxic air pollution in the Corridor. We also suggest that Metro explore using this program to develop climate and air pollution and climate resilience centers with air filtration, temperature regulation, and proper sealing for use during emergencies, such as days when the South Coast Air Quality Management District (SCAQMD) declares extremely unhealthy air for the region, and implement a text message alert system that notifies the public of high air pollution days (similar to the air pollution alerts implemented by Long Beach Alliance for Children with Asthma (LBACA)).

Similarly, we support the expansion of Air Monitoring Stations [LB-ELA_0218] for the Corridor but urge Metro to expand these stations beyond the four currently being proposed. In addition to consultations with SCAQMD, Metro should confer with CBOs and residents familiar with the areas of highest concern to incorporate a broader network of monitoring stations that will help document progress in reducing emissions through the various initiatives funded by the CMIP.

E. Zero Emissions and Transportation Electrification.

Communities have advocated for zero-emission solutions along the I-710 for many years. CEHAJ has held this as a priority since the onset, and we continue to urge Metro to prioritize zero-emission solutions to protect the lives of our communities. We support the inclusion of Zero Emission Infrastructure for Autos [LB-ELA_0191] as long as Metro confirms that community members and organizations will be partners alongside local jurisdictions, public agencies, and private partners. While the project's factsheet qualifies the partner list as nonexclusive, community groups are not referenced as partners.¹² If auto charging infrastructure is considered a "Community Program," community groups should be required to be present at the table. We suggest including organizations and active residents from the Southeast communities and Long Beach, including members of CEHAJ. We also support Bus Electrification Projects [LB-ELA_0192] in concept. Similar to our argument for [LB-ELA_0191], community members and organizations must be meaningful partners in the project's development if this is considered a

¹² LB-ELA Draft Corridor Mobility Investment Plan, p. 8-46.

Community Program. Currently, the project factsheet lists NA for any potential partners.¹³ For a more detailed description of our stance and suggestions for zero-emission strategies, see Section VIII.

F. Projects that Increase Policing and Surveillance Should not be Prioritized.

Governments and law enforcement have a long history of advocating for increased surveillance, often justifying the resulting loss of privacy in the name of security, or in this case, alleviating congestion for the goods movement and, as Metro’s metrics suggest, under the guise of ‘Personal Safety.’¹⁴ Arguing that additional surveillance is a community and safety benefit is not only atrocious but has proven to be disingenuous, harmful, and biased. Increasing surveillance policies and technology not only pose threats to civil rights and liberties, disproportionately affecting communities of color, non-English speakers, and low-income communities but also contribute to broader distrust and skepticism of law enforcement. Investing in projects that expand police and surveillance can result in undesirable consequences and unnecessary risks.

a. Camera Surveillance is Unreliable and Harmful to Communities.

The Draft CMIP includes several projects involving Close Circuit Television Cameras (CCTV), security cameras, and “video camera installations,” which are scored with some safety benefits per Metro’s evaluation metrics.¹⁵ However, video surveillance can be ineffective in deterring crime or reducing accidents, often leading to fear and distrust of public agencies and law enforcement.¹⁶ These surveillance patterns can reflect existing societal biases, resulting in misinformed decisions around arrest and detainment that disproportionately impact communities of color. Additionally, video surveillance can be technologically flawed and vulnerable to hacking or data theft. There is also a risk of data being centralized for more extensive surveillance programs beyond Metro's jurisdiction or being sold to government agencies by private companies.¹⁷ Law enforcement agencies often use the perceived effectiveness of video surveillance to justify securing larger budgets, resulting in funds that are catered to surveillance technologies at the expense of localized community needs. Based on this knowledge, we urge Metro to provide additional information on the ownership of CCTVs, the location of stored data,

¹³ LB-ELA Draft Corridor Mobility Investment Plan, p. 8-47.

¹⁴ LB-ELA Draft Corridor Mobility Investment Plan, p. 6-5 and 6-6.

¹⁵ Id.

¹⁶ Vania Ceccato et al., *Crime and Fear in Public Places: Towards Safe, Inclusive and Sustainable Cities*, p. 40, Routledge (2020), available at https://www.researchgate.net/publication/342987504_Crime_and_Fear_in_Public_Places_Towards_Safe_Inclusive_and_Sustainable_Cities.

¹⁷ Kevin Collier, *U.S. government buys data on Americans with little oversight*, report finds, NBC News (June 2023), available at <https://www.nbcnews.com/tech/security/us-government-buys-data-americans-little-oversight-report-finds-rcna89035>.

access policies, the definition of “security purposes,” and the intention of “video camera installations.”¹⁸

b. Excessive Policing and Surveillance have Negative Health Impacts on Communities.

Research indicates that excessive policing and surveillance are correlated to adverse health outcomes and health inequities.¹⁹ Surveillance of communities, regardless of direct or indirect contact with law enforcement, leads to significant mental and physical health disparities compared to affluent communities.²⁰ Hypervigilance, high blood pressure, anxiety, and PTSD are common in Black and Brown neighborhoods that have historically been targeted by law enforcement agencies, and the increase in police and surveillance could potentially worsen communities’ mental and physical health.²¹ Metro's evaluation of projects with increased policing and surveillance fails to consider equity and health concerns, instead focusing on benefits such as job creation, congestion reduction, and improved goods movement reliability.²² Metro should not prioritize economic well-being at the expense of community health. Instead of relying on reactive surveillance policies, Metro should consider implementing preventative structural changes by redirecting funds to community-centered programs and equitable policies, such as those outlined in the CMIP's Community Programs.²³

c. Prioritize Funding for Community Programs Over Surveillance Technologies.

Excessive policing and surveillance create an environment of fear and suspicion that is incompatible with democratic values and principles. Prioritizing funding back into the community through infrastructure, maintenance and accessibility improvements will help eliminate the need for additional surveillance. Currently, the law has not kept pace with surveillance technological advancements such as smart technology or Artificial Intelligence

¹⁸ *Long Beach-East Los Angeles: Corridor Mobility Investment Plan*, p. 5-8, 8-71&72, Metro (Jan 2024), available at <https://www.metro.net/projects/lb-ela-corridor-plan/>.

¹⁹ Michael Esposito, Savannah Larimore, and Hedwig Lee, *Aggressive Policing, Health, And Health Equity*, Health Affairs (April 2021), available at <https://www.healthaffairs.org/doi/10.1377/hpb20210412.997570/>.

²⁰ *Id.*

²¹ Nichole A. Smith et al., *Keeping Your Guard Up: Hypervigilance Among Urban Residents Affected by Community And Police Violence*, Health Affairs (Oct 2019).

²² Draft Combined Evaluation Results, *Active Transportation Concerns*, Metro (Oct 2023).

²³ LB-ELA Draft Corridor Mobility Investment Plan, p. 5-8.

(AI),²⁴ which some CMIP programs propose to use to alleviate traffic.²⁵ How do we know communities' privacy will be protected? How do we know communities' daily activities and behavior will not be sold to private companies or other law enforcement agencies? But most importantly, how will Metro ensure that our existing societal biases are not guiding an evolving surveillance technology without any safeguards for historically marginalized communities? We demand Metro develop an agency-wide policy prioritizing investments in Community Programs over additional police and surveillance. Furthermore, we oppose the reliance on AI as an industry cost-cutting strategy that would replace community jobs.²⁶

V. Freeway and Arterial Projects Should Serve Impacted Communities and Deliver Direct Benefits.

A. Freeway Projects.

CEHAJ has repeatedly stated through this process that freeway projects should not receive equity metric points. Because they have, the freeway projects prioritized for investment are misleadingly depicted as promoting equity in a way not intended by the guiding equity principles established through the Task Force process. During the Task Force process, equity was defined as “a commitment to (1) strive to **rectify past harms**; (2) provide fair and just access to opportunities; and (3) **eliminate disparities in project processes, outcomes, and community results.**”²⁷ Accordingly, equity criteria were designed to evaluate whether projects would likely provide benefits related to existing Corridor disparities and, if so, whether those benefits would be directed to geographies and populations of highest need. As expected, the majority of the freeway projects received Concern scores related to their potential to contribute toward displacement and impact the safety of bicyclists and pedestrians. However, Metro gave most freeway projects equity credit simply for moving goods through impacted communities more efficiently. For example, I-710/Anaheim Interchange Improvement [LB-ELA_0091] received equity points for basic functions of improved transportation.²⁸ These are not the “benefits” the community called

²⁴ Queenie Wong, *California wants to reduce traffic. The Newsom administration thinks AI can help*, Los Angeles Times (Jan 2024), available at <https://www.latimes.com/california/story/2024-01-08/california-traffic-roads-safer-generative-ai-help>.

²⁵ LB-ELA Draft Corridor Mobility Investment Plan, p. 5-7.

²⁶ Jeff Farrah, *California Gov. Newsom is right. Truck drivers and autonomous trucks can thrive together—not just coexist*, Fortune (Oct 2023), available at <https://fortune.com/2023/10/26/california-gov-newsom-truck-drivers-autonomous-trucks-thrive-together-supply-chains-tech-politics-jeff-farrah/>.

²⁷ LB-ELA Draft Corridor Mobility Investment Plan, p. xxvi.

²⁸ This was taken from the Draft Combined Evaluation Results provided on the 710 Task Force Drop Box EQ-MB2 (Increases roadway speeds (or reduces travel times) for people and goods movement; EQ-MB3: (Reduces hours of delay for persons and goods); EQ-OP1 (Increases the

for because they do not directly undo the past prioritization of “industry over the health and livelihoods of Corridor residents.”²⁹ The Corridor communities want improved health and air quality, not more vehicle trips through their neighborhoods.³⁰ Increased access facilitated by new general-purpose travel lanes to create greater capacity for growing traffic and population was not the specific equity outcome that the community asked for with respect to freeway infrastructure projects. This benefits everyone who utilizes freeways in the Corridor.

From the beginning of this process, the community prioritized limiting displacement and health concerns from freeway development.³¹ The community was more concerned with “bear[ing] the project’s adverse impacts” that are more localized in nature and would quash any general benefits the projects offered as a whole.³² In other words, equity points should only be given to a project if it improves the unique burdens that communities living within the project’s impacted area have to bear, including displacement and safety concerns caused by freeway development. Presenting these freeway projects as equitable without accounting for localized equity priorities related to health and safety is misleading and presents these projects as more beneficial than they deserve. Furthermore, Metro has not explained how “bundl[ing] all the proposed Investment Plan freeway infrastructure projects into one set of candidate projects for an Alternatives Analysis/Prioritization study” will not set it along a path mirroring the failed Alternative 5C project.³³ Metro must ensure that all proposed freeway projects adhere to Clean Air Act conformity analysis requirements.

That said, CEHAJ appreciates that these bundled projects come with equity flags identifying the displacement concerns generally for projects I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors [LB-ELA_0031], I-710/Florence Interchange Improvements [LB-ELA_0034], I-710/I-105 Connector Project Improvements [LB-ELA_0037], and I-710/PCH Interchange Improvement [LB-ELA_0092]. CEHAJ supports projects I-710/Willow Interchange Improvements [LB-ELA_0028], Traffic Controls at I-710 Freeway Ramps [LB-ELA_0156], and I-710 Particulate Matter (PM) Reduction Pilot Project [LB-ELA_0157]. However, the project descriptions are so vague it is unclear whether these projects will be accomplished through the addition of lanes, no matter how modest. Therefore, equity

average number of jobs accessible within a 30-minute time period by transit or a 45-minute time period by automobile); EQ-OP8 (Provides new job opportunities for underemployed and low-income individuals in the workforce).

²⁹ LB-ELA Draft Corridor Mobility Investment Plan, p. 4-9.

³⁰ This would be represented by receiving equity points in EQ-AQ1, EQ-AQ2, EQ-CH1, EQ-CH2, EQ-CH3, EQ-EN3, EQ-EN6. Only Projects LB-ELA_0031, LB-ELA_0034, LB-ELA_0037, and LB-ELA_0092 received equity points for EQ-AQ1, EQ-AQ2, EQ-CH1 or EQ-CH3.

³¹ LB-ELA Draft Corridor Mobility Investment Plan, p. 4-2.

³² LB-ELA Draft Corridor Mobility Investment Plan, p. 4-9.

³³ LB-ELA Draft Corridor Mobility Investment Plan, p. 8-28.

flags should also be added to these three projects for displacement concerns. CEHAJ is against investing in I-710/Anaheim Interchange Improvement [LB-ELA_0091] and I-710/Wardlow Interchange Improvement [LB-ELA_0093] and suggests they receive equity flags for displacement and safety. Projects [LB-ELA_0043], Congestion Pricing [LB-ELA_0153], and Express Lanes Strategic Initiative [LB-ELA_0182] should not be included in the modal program because they threaten displacement as well.

B. Arterial Roadway.

CEHAJ generally supports the arterial roadway projects identified for investment, as long as Metro ensures that all proposed arterial roadway projects adhere to Clean Air Act conformity analysis requirements. Appropriately, these projects have equity flags and corresponding Implementation Requirements/Guidance narratives. The Implementation Requirements/Guidance should also include the following details so that pedestrian and bicycle safety concerns are also prioritized in future design and analyses:

- Atlantic Complete Street Corridor [LB-ELA_0057], Florence Complete Street Corridor [LB-ELA_0058], Slauson Complete Street Corridor [LB-ELA_0061], and Long Beach Complete Street Corridor [LB-ELA_0062], which are projects meant to complete the street corridor, must prioritize pedestrian and bicycle safety, and not just facilitate vehicle throughput. CEHAJ emphasizes the importance of including native landscaping as well as allergy-friendly greenery. Continued maintenance must be a part of the project as well because overgrowth creates blind spots and obstacles on the sidewalks, which poses a safety hazard for pedestrians and commuters.
- Projects that anticipate bicycle lanes should only promote Class IV bicycle lanes.
- Avoid negatively impacting pedestrian and bicycle safety and prevent the expansion of impervious surfaces that could increase stormwater runoff, environmental heat gain, or worsen water quality—all of which negatively impact ecosystems and human health.

Additionally, community members are concerned that some areas, including East Los Angeles and Commerce, do not have projects, although they have identified and raised multiple areas of concern and proposed possible solutions.

CEHAJ does not support the inclusion of any surveillance projects in the Arterial Roadways Modal Program. As described in the Draft CMIP, the following projects do not explain how they serve the local communities and increase safety. Accordingly, the following projects should not be included in the Arterial Roads Modal Programs:

- Video Camera Installation [LB-ELA_0075]
- Video Detection Upgrades [LB-ELA_0084]

The following traffic signalization projects identified for the Arterial Roadways Modal Program should also include equity flags related to their potential concerns for increased localized emissions. Should those projects move forward during the project planning and approval phase, localized air pollution (such as particulate matter) must be a part of the analyses:

- Traffic Signal Coordination Projects [LB-ELA_0072]
- Traffic Signal Synchronization Projects [LB-ELA_0099]
- Signal Coordination/ITS Projects [LB-ELA_0112]
- I-710 Arterial Signal Performance Measurement [LB-ELA_0167]
- I-710 Arterial Traffic Signal Control Communication Upgrades [LB-ELA_0215]

VI. Transit Projects.

The Draft CMIP cites Community Alternative 7 as a source for many programs listed in the initial investment plan and the modal programs.³⁴ With a framework centered on protecting community health and the environment while achieving traffic safety, enhancing goods movement, and reducing congestion, Community Alternative 7 proposed a comprehensive public transit plan for the Corridor that would usher in an aggressive strategy to improve public transportation via rail and bus for residents.³⁵ Community Alternative 7 also called into question the wisdom of assuming only the maximization of the then “Blue Line” (A Line) and increasing existing bus service over building additional light rail capacity and expanding routes and service to the surrounding communities.³⁶

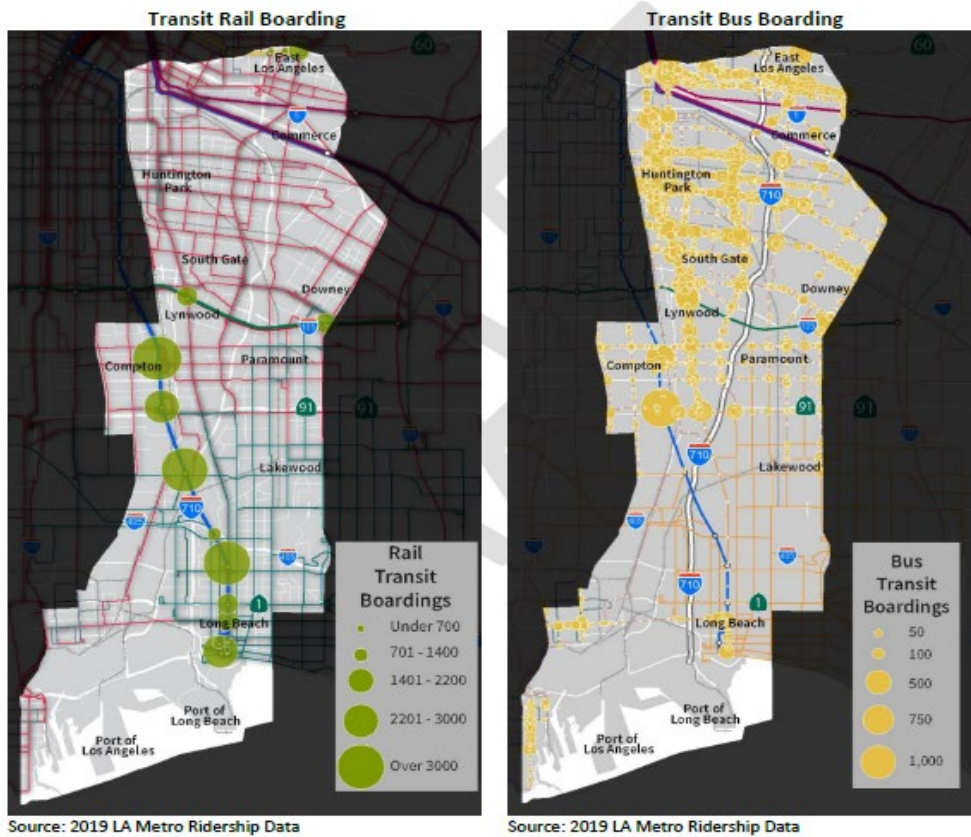
With this renewed opportunity to invest in the Corridor, we call on Metro to prioritize safe, reliable, extensive, and zero-emissions public transit. Our call for a comprehensive and aggressive public transit strategy remains. The Draft CMIP has an opportunity to refocus on Metro’s core commitments to residents of LA County and, in doing so, help alleviate air pollution burdens by reducing traffic and promoting equity by enhancing opportunities for resident mobility. It is well established that the population in the Corridor are public transit users and that the general area includes some of the most heavily utilized rail and bus lines in the entire Los Angeles Metro Area (see Figure A). This is evident in Metro’s pre-pandemic ridership data, showing large clusters of high-volume bus and rail transit boardings occurring throughout the Corridor, especially in under-resourced communities.

³⁴ LB-ELA Draft Corridor Mobility Investment Plan, p. 5-2.

³⁵ Community Alternative 7, p. 3.

³⁶ *Id.*, p. 4.

Figure A. Transit Use



This is why an investment plan put forth by the region’s public transit authority should prioritize accessible and comprehensive public transit for the region’s residents over projects serving only private industry interests. CEHAJ has consistently supported the removal of trucks, locomotives, and other freight equipment with health-harming tailpipe emissions. CEHAJ members, for example, have pushed for programs to electrify operations at ports and railyards. However, to the extent Metro’s limited funds can support zero-emissions infrastructure, the CMIP should focus on projects that deliver the most direct investment in impacted communities.

In general, we support transit projects that will improve conditions for riders of public transit along bus routes. This includes expanding quality bus stop shelters with ample shade, accurate signage, accessibility, and pedestrian safety, as well as improving route schedules for enhanced reliability and ridership experience. Regarding signage, community members we have spoken to have stressed the importance of accurate and clear signage, with electronic message boards at more heavily used stops showing headways for buses. It’s worth noting that none of the current

transit projects include this vital element. These improvements should be planned and co-designed with input from impacted communities.

As mentioned in other parts of our comments, we are opposed to projects that pose the danger of increasing surveillance, policing, and tracking of residents, such as cameras and other recording devices, as well as the use of artificial intelligence and algorithms that rely on data tracking that could invade the privacy rights of unknowing riders (for more see Section IV). While riders' safety is and should be a top priority, Metro's efforts are better spent ensuring that bus stops and transit stations are clean, have adequate lighting, are generally free of exposure to toxic hazards, and protect pedestrians and bicyclists from truck and car traffic.

We also urge Metro to prioritize expanding bus routes and services to the Corridor through robust community consultation and vetting to ensure more significant transit equity. Maximizing ridership in impacted communities will serve all elements of the equity guiding principle (procedural, distributive, restorative, and structural) and the sustainability guiding principle to enhance community and environmental well-being. Residents of Corridor communities are highly transit-dependent compared to other county regions. Expanding bus service, especially through electrified zero-emissions fleets, would improve air quality and mobility, increase opportunities by providing greater community access to quality jobs, and enhance residents' quality of life, safety, and health.³⁷ Furthermore, if a goal of the CMIP is to increase ridership and benefit impacted communities in the Corridor, Metro should consider utilizing this funding opportunity to offer fare-free transit to the communities in the Corridor. Fare-free transit will be particularly important during the construction of some of the proposed projects, given that multi-year construction creates barriers and increased traffic throughout the Corridor.

Funding for freeway safety and interchange improvement projects is nearly double what it is for transit when considering estimated investment leveraging for Measure R/M funding and the Measure R/M Funding recommendations the Draft CMIP is making (see Table C). For projects recommended for initial funding, transit receives just six percent of the recommended R/M funding compared to goods movement projects that will receive more than double that amount in initial funding, above active transportation and Community Programs.³⁸

³⁷ LB-ELA Draft Corridor Mobility Investment Plan, p. 8-74.

³⁸ LB-ELA Draft Corridor Mobility Investment Plan, p.7-4.

Table C. Estimated Project Costs and Recommended Programming of Measure R/M Funds

Mode	A. Estimated Investment Leveraging Measure R/M Funding (\$m)	B. Measure R/M Funding Recommendation (\$m)			Estimated Grant Funding Required (\$m) (A – B.3)
		B.1. Projects for Initial Funding	B.2. Modal Programs	B.3. Total (B.1 + B.2)	
Freeway Safety and Interchange Improvements	\$1,100	\$171	\$49	\$220	\$880
Arterial Roadways/Complete Streets	\$940	\$116	\$72	\$188	\$752
Transit	\$625	\$29	\$96	\$125	\$500
Goods Movement	\$320	\$61	\$19	\$80	\$240
Active Transportation/TDM	\$180	\$33	\$57	\$90	\$90
Community Programs	TBD	\$40	\$0	\$40	TBD
Total	\$3,205*	\$449	\$294	\$743	\$2,462*

There is also more opportunity to fix the harm Corridor communities have experienced by prioritizing the acceleration of public transit direct electrification projects to improve air quality and promote greater opportunities for the region— an element that could be more fully developed in the Draft CMIP. We encourage Metro to seek more ways to electrify existing fleets by deploying catenary and battery electric buses and rail.

CEHAJ is generally supportive of efforts to maximize service and access at existing rail lines and bus routes, increase bus service, improve conditions and remove or minimize safety hazards at stations, and enhance bus shelters to provide ample shade, seating, and potentially other amenities like public restrooms and drinking fountains. We are encouraged to see many projects aiming to improve public transit make it into the Draft CMIP and modal programs. However, not all projects are alike, and given the lack of detail, some projects may pose additional concerns and consequences that should raise flags and require further study prior to committing to investing in them. Below is a breakdown of transit projects CEHAJ supports in concept and projects that raise concerns.

A. Improving Transit Service Times and Rider Experience.

Improving transit service and enhancing the rider experience are priorities CEHAJ supports, especially if these efforts directly serve residents in communities most impacted by the I-710. Projects like the Blue Line First/Last Mile Plan Improvements [LB-ELA_0008], although listed

under Active Transportation, offer greater connectivity by extending safer access to Blue Line stations in surrounding communities through enhanced bicycling infrastructure, sidewalks, and access points. This project would likely improve rider experience by offering better options to access rail when necessary while improving passenger safety and reducing risks to pedestrians and bicyclists. For this project, however, we suggest Metro define protected bike lanes as “Class IV” — a more effective way to protect bicyclists and reduce fatalities.

Other projects on the Draft CMIP seemingly offer improved transit service times, but we are concerned that without more details, the projects selected may not deliver improved transit rider experience and instead lead to traffic diversion and congestion onto adjacent residential streets. Projects aimed at creating priority bus lanes, for example, triggered equity flags and signaled high levels of concern without guaranteeing that bus times would improve. These include the Priority Bus Lane Corridor along Line 60 [LB-ELA_0141], Metro Bus Priority Lane Corridor along Line 111 [LB-ELA_0144], Metro Bus Priority Lane Corridor along Line 108 [LB-ELA_0142], and Metro Bus Priority Lane Corridor along Line 260 [LB-ELA_0146]. A priority lane alone may not decrease headways unless coupled with more buses operating on the route, especially during peak hours. While CEHAJ supports build-outs that will improve boarding and accessibility as well as improvements to bus stops, residential members of our organizations have specifically identified improved bus shelters with ample shading as a priority. We hope these specific projects might be further developed to offer greater assurances that service times and rider experiences are improved.

B. Bus Shelter Improvements

We are pleased to see that bus shelter improvements have made it onto the Draft CMIP and fully support the broader approach to improving bus shelters throughout the Corridor, but we urge Metro to increase the target number from 100 to 400 bus shelters as part of this investment strategy. Bus stop shelters are essential to improving bus rider experience and safety throughout the system. A recent report, for example, showed that roughly 75 percent of bus stops in Los Angeles lacked shelter.³⁹ Bus Stop Improvements [LB-ELA_0203] offers the prospect of improving transit ridership by providing additional safety and enhancing the rider experience. We strongly recommend that Metro incorporate ample shading to the CMIP for bus shelters and encourage the inclusion of public restrooms in addition to the other planned amenities. We also request confirmation that the Bus Stop Improvement project will absorb Bus Stop Improvements in the City of Commerce [LB-ELA_0077], Maywood [LB-ELA_0103], and City of Signal Hill [LB-ELA_0118], which were each previously listed separately.

³⁹ Maylin Tu, *More than 75% of Bus Stops in the City of Los Angeles Have no Shelter, What now?*, Los Angeles Public Press (September 26, 2023); <https://lapublicpress.org/2023/09/more-than-75-of-bus-stops-in-the-city-of-los-angeles-have-no-shelter-what-now/>.

C. Transit Safety.

The CMIP Initial Investments should prioritize transit safety over policing and monitoring transit riders. We support efforts to create additional protection for pedestrians accessing train stations and bus stops, such as the project to Install Quad Safety Gates at all A Line [Blue Line] Crossings [LB-ELA_0175], as long as these projects include community consultation to ensure gates are properly positioned and do not reduce pedestrian access points or create additional barriers to mobility. Not on the Initial Investment list are a series of projects that have a high benefit score, offer safety improvements to enhance the rider experience, and offer better protection. We urge Metro to consider these as part of a transit safety package included on the Initial Investments Lists. They include the following:

- **Transit System Cleanliness and Maintenance** [LB-ELA_0189]. Metro should prioritize strengthening its commitment to regular cleaning and maintenance on all transit vehicles and at bus and rail stations, including providing high-efficiency air filters on bus and rail transit vehicles. The COVID-19 pandemic taught us that the most under-resourced communities are also the most vulnerable to airborne illnesses. Improved cleaning also helps mitigate public health concerns like spikes in transmissible diseases.
- Add a **Second Elevator to Firestone and Slauson A Line Stations** [LB-ELA_0177]. Adding more elevator access will improve accessibility for the mobility-impaired, improve opportunities for increased ridership, and limit overcrowding at entry points and platforms.

D. Other Transit Projects Recommended for Initial Investment Require Greater Clarity and Definition.

The Compton Transit Management Operations Center Enhancements [LB-ELA_0168] represents an outlier as it is unclear whether this project is oriented towards the community or management and staff at the Metro organization. The site appears to house offices for the City of Compton and the Los Angeles County Sheriff. This project seems out of step with the goals and objectives of the CMIP and provides little, if any, direct benefit to impacted communities. More specificity about the project may shed light on the intended benefits to the community.

VII. Active Transportation.

Active transportation (AT) has proven to have major health benefits. When AT initiatives are driven by community visioning, they promote trust and address existing inequities, contributing to the long-term success and sustainability of such initiatives.⁴⁰ Unfortunately, the equitable

⁴⁰ Meera Sreedhara, et al., *Stepping Up Active Transportation in Community Health Improvement Plans: Findings From a National Probability Survey of Local Health Departments*, Journal of Physical Activity and Health, (Sept 23, 2019), <https://journals.humankinetics.com/view/journals/jpah/16/9/article-p772.xml?content=fulltext>.

impacts on pedestrians and cyclists are frequently ignored, resulting in an uneven distribution of AT initiatives. This leaves communities with unsafe bike and walking paths, limited green space and shade, and a history of neglecting local knowledge and lived experiences. This oversight becomes evident when funding prioritizes car-centric initiatives.⁴¹ The Metro Board should reevaluate funding policies to prioritize pedestrian and cycling safety, accessibility, climate-resilient features, and alignment with community vision and agency goals.

A. Active Transportation Programs Should Prioritize Community Safety and Mobility.

We welcome AT programs that align with communities' vision and lived experience, given that most communities of color and low-income communities suffer from inadequate or poor AT infrastructure.⁴² Centering communities in the AT planning process provides valuable perspectives and ensures that programs are tailored to community preferences. Communities have long advocated for increased pedestrian safety, including high visibility intersections, flashing signs, traffic calming features, and green and accessible infrastructure. Huntington Park Safe Routes for Seniors and Students [LB-ELA_0170] incorporates features that address deficiencies in pedestrian safety and less on vehicle convenience.⁴³ Pedestrian/Bicycle Enhancements and Safety Features [LB-ELA_0201] includes measures that address green infrastructure, protection barriers, and repositioning of utility boxes for accessibility improvements.⁴⁴ Del Amo Pedestrian Gap Closure Project [LB-ELA_0158] is heavily supported by community members for its improvement of accessibility, mobility, and safety in an area that has constant truck traffic and has historically lacked any safety measures for pedestrians and cyclists. Lastly, Salt Lake Avenue Pedestrian Accessibility Project [LB-ELA_0208] in Cudahy is another initiative that underscores community preferences, focusing on enhancements like expanded sidewalks and the installation of additional ADA-compliant wheelchair ramps.⁴⁵ It is discouraging to see programs with similar initiatives not included in the recommended list for initial investment or only partially funded.⁴⁶ Metro can and should prioritize programs that reflect community input, especially those addressing equity concerns, safety upgrades, and promoting sustainability.

⁴¹ Joe Linton, *Metro Measure M Local Return Funds Go Predominantly To Driving*, Streets Blog LA (1 March 2023), available at <https://la.streetsblog.org/2023/03/01/metro-measure-m-local-return-funds-go-predominantly-to-driving>.

⁴² Riley O'Brien, *Disparities in Active Transportation Safety in the SCAG Region*, UCLA Institute of Transportation Studies (2018), available at <https://escholarship.org/uc/item/3zw829zm>.

⁴³ LB-ELA Draft Corridor Mobility Investment Plan, p.8-66.

⁴⁴ Id.

⁴⁵ *ADA Standards for Accessible Design*, US Dept of Justice and Civil Rights Division, available at <https://www.ada.gov/law-and-regs/design-standards/>.

⁴⁶ LB-ELA Draft Corridor Mobility Investment Plan, p.8-65.

B. Increased Impervious Cover Have Negative Health Impacts.

While AT programs offer many health and equitable benefits, some projects can harm communities. This includes AT programs that risk displacement and increased impervious cover and flood risks, like Randolph Street Bike and Pedestrian Facilities Project [LB-ELA_0128].⁴⁷ Increased impervious cover, such as concrete and asphalt surfaces, negatively impact pedestrian health and the overall urban environment. Impermeable surfaces contribute to urban heat islands and high surface temperatures due to their high heat capacity, thermal conductivity, low reflectance of solar radiation, and reduced evapotranspiration cooling.⁴⁸ As for flood risks, existing impervious surfaces already prevent rainwater from infiltrating the ground⁴⁹ and projects that increase impervious pavements will only worsen storm runoff and flooding.⁵⁰ Impervious surfaces collect soot, rubber particles, and dozens of other pollutants, which can significantly impact environmental and human health and communities' mobility.⁵¹ Additionally, studies have shown a correlation between higher proportions of impervious surfaces in communities of color and low-income communities, a policy gap that Metro can address to reduce the legacy and harm of redlining policies.

C. Active Transportation Programs Should Not Cause Displacement.

For decades, communities have advocated against the displacement of homes and businesses. Despite this, several AT programs have the potential for displacement and demolition.⁵² Metro's evaluation rubric scores displacement of "1" as "Low Impact," meaning that a total of less than three businesses or residences are likely to be displaced.⁵³ AT programs should not result in the displacement of people as AT programs are fundamentally designed to encourage non-motor

⁴⁷ Includes projects LB-ELA_0128 Randolph Street Bike and Pedestrian Facilities Project, LB-ELA_0017 Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan.

⁴⁸ Bill Jesdale et al., *The Racial/Ethnic Distribution of Heat Risk-Related Land Cover in Relation to Residential Segregation*, Environmental Health Perspectives, National Library of Medicine (July 2013), <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3701995/>.

⁴⁹ Rong-Gong Lin II, *L.A. staved off disaster this time. But our luck is running out as extreme weather worsens*, Los Angeles Times (Feb 11, 2024), available at <https://www.latimes.com/california/story/2024-02-11/l-a-staved-off-disaster-with-this-storm-extreme-weather-is-testing-our-luck>.

⁵⁰ Lance Frazer, *Paving Paradise: The Peril of Impervious Surface*, Environmental Health Perspectives (July 2005), available at <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1257665/>.

⁵¹ Id.

⁵² *LB-ELA Multimodal Corridor Investment Plan: Project and Program Performance Evaluation Methodology*, Metro (Oct 2023),

<https://www.dropbox.com/scl/fo/tfmcaehnpk36kzja2vne9/h?e=1&preview=LB-ELA+Combined+Evaluation+Rubric+->

[+English.pdf&rlkey=6yw2jw7gitng0omslzn743r82&dl=0](https://www.dropbox.com/scl/fo/tfmcaehnpk36kzja2vne9/h?e=1&preview=LB-ELA+Combined+Evaluation+Rubric+-+English.pdf&rlkey=6yw2jw7gitng0omslzn743r82&dl=0), p. 85-86.

⁵³ Id.

mobility, promote physical activity, and create more sustainable and accessible communities. Also, AT programs take up less space and require less impervious surfaces and resources compared to car-centric infrastructure.⁵⁴

D. Class IV Bike Lanes Should be Prioritized.

Metro promotes AT initiatives as an accessible and more appealing environment for communities but falls short in providing safer amenities for cyclists, such as Class IV Protected Bike Lanes or “Separated Bikeways.”⁵⁵ Class IV bike lanes are exclusively for bicycles and require physical separation between the separated bikeway and vehicular traffic, including inflexible barriers, raised curbs, fences, grade separations, or vegetation buffers.⁵⁶ Currently, the Draft CMIP has zero projects that prioritize Class IV bike lanes, promoting only Classes I-III, which lack any protective barriers and promote “sharing the road” policies with motorized vehicles.⁵⁷ However, Class IV bike lanes not only protect cyclists but are also shown to significantly reduce fatalities for all street users.⁵⁸ Protected bike lanes provide an enhanced level of safety that encourages more people to embrace cycling while creating sustainable urban environments. It is concerning that 31 projects, like West Santa Ana Branch [WSAB] Light Rail Station First-Last Mile Bikeway Safety and Access Project [LB-ELA_0213], which is in the implementation stage, offer only Class II and III bike lanes in an area with high truck traffic.⁵⁹ If Metro is committed to rectifying past harms and fostering a safe environment, then it should develop an organization-wide policy that prioritizes Class IV bike lanes as the golden standard for bicycling programs.

⁵⁴ Thomas Gotschi et al., *Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking*, Rails to Trails Conservancy (2008), <https://www.railstotrails.org/resourcehandler.ashx?id=2948>, p. 37-38.

⁵⁵ *Chapter 1000: Bicycle Transportation Design*, Highway Design Manual (July 1, 2020), available at <https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000-a11y.pdf/1000>, pg. 1004.

⁵⁶ Michael D. Garber et al., *Have paved trails and protected bike lanes led to more bicycling in Atlanta? A generalized synthetic-control analysis*, National Library of Medicine (April 12, 2022) <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9211442/>.

⁵⁷ LB-ELA Draft Corridor Mobility Investment Plan, p. xxii.

⁵⁸ Wesley E. Marshall et al., *Cycling lanes reduce fatalities for all road users, study shows*, University of Colorado Denver (May 29, 2019) <https://www.sciencedaily.com/releases/2019/05/190529113036.htm>.

⁵⁹ LB-ELA Draft Corridor Mobility Investment Plan, p.8-38.

VIII. Zero-Emissions and Public Safety Strategies Without Displacement, Exposure to Additional Harm, and Co-designed with the Community.

From the start of the LB-ELA Corridor Task Force process, CEHAJ has consistently called on Metro to reaffirm its commitment to only exploring zero-emissions solutions for the Corridor—a commitment this coalition and several other community groups have demanded for decades. In approving the initial \$50 million seed money for a new Clean Trucks Program, the Metro Board gave a clear directive for a program that would no longer entertain half-measures like “near zero” technology but instead commit to using limited public funds to advance only zero emissions solutions. For those reasons, we generally support the proposal to include a Clean Truck Infrastructure Program [LB-ELA_0023] and the Zero-Emissions Truck Program [LB-ELA_0004] in the CMIP.

We use this opportunity, however, to reiterate our request that: 1) community health and wellbeing remain at the center of zero-emission technology deployment in the Corridor by ensuring that funded projects do not result in displacement, do not bring new health and safety risks through the production, storage, transportation, and fueling with hydrogen, and protect against air pollution and health impacts from any construction and operation of zero-emissions infrastructure; 2) investments in zero emissions result in co-benefits such as high road jobs and training for residents, and; 3) limited funds intended for the Corridor support projects aligned with community needs and tailored to provide tangible and measurable benefits to the communities most impacted by freight.

A. Zero-Emissions Infrastructure Planning and Deployment Must Include Robust Community Engagement.

We are pleased that the Draft CMIP incorporates CEHAJ requests for robust community engagement “that centers Corridor residents and stakeholders throughout the development process.”⁶⁰ We strongly believe that placing community health and wellbeing at the center of these investments requires the community to co-design the charging infrastructure and zero emissions truck program that will undoubtedly change the landscape in their communities for decades. The models for the type of engagement required are already available—one need look no further than the successful approach taken in a collaboration between CEHAJ and the Los Angeles Cleantech Incubator.

Through that project, we learned that the expertise and wisdom residents bring regarding the built environment in their neighborhoods is invaluable to this process. We urge Metro to include funding for this level of engagement moving forward as the Zero Emissions Infrastructure and Truck programs are implemented. We further urge Metro to make the commitment to community engagement in both the Zero Emissions Truck and Infrastructure programs unequivocal. For

⁶⁰ LB-ELA Draft Corridor Mobility Investment Plan, p.2-15.

example, the factsheets in the Draft CMIP provide cursory information about each project plan. Some, like the Zero-Emissions Infrastructure for Autos [LB-ELA_0191] listed under Community Programs, cite some potential partners while others do not. We suggest Metro includes clear language stating that organizations and community members of the Corridor will be meaningful partners in developing the proposals. The Draft CMIP should clarify that community consultation is intended throughout the development of these projects. A similar reference should be made in the descriptions of the Clean Truck Infrastructure [LB-ELA_0023] and Zero Emissions Truck Program [LB-ELA_0004].⁶¹

B. Invest in Zero Emissions that Serve Communities First.

Throughout this process, Metro staff have reminded us that funds are limited—a fact not lost on members of CEHAJ as the state faces a steep budget deficit this year. The available funding, however, presents an opportunity to invest in programs that can vastly improve conditions in Corridor communities and repair the harmful legacy that racist redlining practices have left and polluting industries continue to perpetuate. To the extent zero emissions programs are being funded, whether for charging infrastructure or a zero-emission truck program, those projects should maximize the air quality benefits to local communities. That means that if zero-emission trucks are being routed through Corridor neighborhoods, it corresponds with eliminating a combustion alternative that would have continued producing the harmful emissions that residents currently breathe in. Additionally, there should be alternative roadways identified to reroute truck traffic away from residential areas.

While we support electrification in other areas like the Ports and at Railyards throughout our region, the zero-emissions bundle of investments coming out of the Draft CMIP should prioritize community-facing projects when it comes to delivering the benefits of transitioning to zero-emissions. To the extent projects solely benefit industry needs and are likely already getting funding elsewhere, they should be less of a priority for CMIP limited funds. Many of those projects, while laudable, are backed by highly lucrative and well-resourced industries that are eligible for, and are seeking funding from, other sources. When ranking these projects by order of equity criteria, the zero-emissions programs prioritizing direct benefits to the community, including local hire commitments and opportunities to expand zero-emissions cars, trucks, and transit in Corridor communities, should rise to the top of the list.

There is precedent for prioritizing investments for less-resourced parties as part of the Zero Emission initiatives. As the Draft CMIP points out, the Zero-Emissions Truck (ZET) Working Group decided to allocate \$45 million to invest in zero emission infrastructure development while leveraging the remaining \$5 million of the total \$50 million allocated as a strategic set-

⁶¹ LB-ELA Draft Corridor Mobility Investment Plan, p.8-20 and p.8-40.

aside to support small fleet owners in the transition to zero emissions.⁶² This commitment to equity should pervade zero-emissions investments.

However, the allocation that the working group committed to is not made clear throughout the Draft CMIP. For example, the fact sheet concerning the zero-emissions truck program fails to mention the \$45 million/\$5 million allocation between infrastructure and the set aside for small fleets.⁶³ The Draft CMIP is also inconsistent in describing the \$5 million set aside for small fleet operators. On one hand, the Draft CMIP describes the working group approving the entire \$5 million as part of the set-aside.⁶⁴ It later references interviews where the suggestion was for “leveraging a *portion* of the \$5 million set aside to assist small fleet owners in transitioning to ZE trucks.”⁶⁵ We recommend that Metro clarify this point by making the CMIP consistent with the working group’s recommendations.

C. The CMIP Should Focus on Deploying Strategies that Provide Direct Transportation Electrification as the Viable Zero-Emissions Solution, not Hydrogen.

In this letter, CEHAJ outlines serious concerns with directing CMIP funding to hydrogen production, transportation, storage, and fueling as the current technology fails to offer the most effective solution for the Corridor communities’ health, safety, air quality, and climate risks. By contrast, direct electrification options for zero-emissions transportation are widely available, more efficient, and pose lower risks and costs to impacted communities. We urge Metro to stay focused on its promise to deliver on community stakeholders’ vision for mobility that advances equity and sustainability. This can be accomplished by prioritizing funding for battery-electric and catenary zero-emissions transportation wherever feasible and allocating resources to projects that advance the deployment of these efficient, clean, and safe transportation modes along the Corridor. In most cases, hydrogen is more costly and carries more risk compared with direct electrification alternatives and should, therefore, not be included within the scope of the CMIP at this stage. Our concerns with directing limited public funding to hydrogen technologies include the following:

- **Safety Risks.** If not handled properly, hydrogen deployment presents potential safety risks to surrounding communities. Metro has not ruled out the use of combustible hydrogen in projects the CMIP may support, so little is known about what those projects may entail. Depending on the circumstances, the transportation, storage, and production of hydrogen have the potential to present substantial safety risks, especially if near residential areas. For already pollution-burdened Corridor neighborhoods, these risks

⁶² LB-ELA Draft Corridor Mobility Investment Plan, p.2-15.

⁶³ LB-ELA Draft Corridor Mobility Investment Plan, p.8-40.

⁶⁴ LB-ELA Draft Corridor Mobility Investment Plan, p.2-15.

⁶⁵ LB-ELA Draft Corridor Mobility Investment Plan, p.2-17.

would be too much to bear. They would only add to the immense burdens they already shoulder due to freight movement and other industrial activity in the region.

- **Air Pollution Risks.** It is unclear whether the funding would support hydrogen combustion engines. If so, hydrogen combustion carries air pollution risks, as it may result in hazardous amounts of Nitrogen Oxide (NO_x), a pollutant known to trigger ozone, which in turn disproportionately impacts health in communities near freight routes, refineries, ports, railyards, and other industrial activities.⁶⁶ Among the known health risks of increased exposure to pollution caused by NO_x include respiratory illnesses and asthma.
- **Climate and Health Risks.** The latest Intergovernmental Panel on Climate Change (IPCC) report finds that the use of fossil fuels must be phased out to avoid catastrophic warming past the 1.5°C threshold, which is long understood to be the point at which our current climate change trajectory will be irreversible.⁶⁷ Current hydrogen production is almost entirely from fossil fuel-based processes that generate significant NO_x emissions resulting in nearly 830 million tons of CO₂ per year.⁶⁸ Currently, there are no regulations in California to ensure clean hydrogen production. Additionally, it is far more efficient to use precious renewable energy resources directly as electricity than to convert them into hydrogen and then use them as fuel – approximately three times more renewable energy is needed for a hydrogen fuel cell truck to travel the same distance as a battery electric truck.⁶⁹ Hydrogen leakage is an additional climate risk; hydrogen is an indirect greenhouse gas approximately 12 times more potent⁷⁰ than carbon dioxide on a 100-year timescale and 35-40 times more potent on a 20-year timescale, which is highly relevant to our current climate crisis.⁷¹

⁶⁶ Sara Gersen and Sasan Saadat, *Reclaiming Hydrogen for a Renewable Future: Distinguishing Oil & Gas Industry Spin from Zero-Emissions Solutions*, Earthjustice Report (August 2021), p.10, <https://earthjustice.org/feature/green-hydrogen-renewable-zero-emission>; *See also*, Alissa B. Cook and Steven P. Hamburg, *Climate consequences of hydrogen emissions*, *Atmospheric Chemistry and Physics* (July 20, 2022), <https://acp.copernicus.org/articles/22/9349/2022/acp-22-9349-2022.pdf>.

⁶⁷ Intergovernmental Panel on Climate Change, *Climate Change 2023 Synthesis Report: Summary for Policymakers* (2023), p. 21, https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC_AR6_SYR_SPM.pdf.

⁶⁸ Massachusetts Institute of Technology, *Hydrogen Explainer*, Climate Portal, <https://climate.mit.edu/explainers/hydrogen>.

⁶⁹ Sam Wilson, *Hydrogen-Powered Heavy-Duty Trucks*, November 2023, <https://www.ucsusa.org/sites/default/files/2023-12/hydrogen-powered-heavy-duty-trucks.pdf>.

⁷⁰ Tianyi Sun et al., “Climate Impacts of Hydrogen and Methan Emissions Can Considerably Reduce the Climate Benefits across Key Hydrogen Use Cases and Time Scales,” *Environ. Sci. Technol.*, February 2024, <https://pubs.acs.org/doi/10.1021/acs.est.3c09030>.

⁷¹ Gersen & Sadaat, *supra*, at 19; *see also* Alissa B. Cook and Steven P. Hamburg, *Climate consequences of hydrogen emissions*, *Atmospheric Chemistry and Physics* (July 20, 2022), <https://acp.copernicus.org/articles/22/9349/2022/acp-22-9349-2022.pdf>.

More plainly put, investing in yet-to-be-defined hydrogen projects through the CMIP is not worthwhile when there are safer and more feasible methods to get to zero emissions through direct electrification. There are hydrogen applications, such as combustion, that are too risky to be included in infrastructure projects located in the very same communities that have already suffered from the freight industry's toxic legacy. Leveraging Metro's limited funding to support hydrogen projects without a clear understanding of the scope of hydrogen use and processing could rubber-stamp air pollution hazards and perpetuate the environmental injustices that have plagued communities and shortened life expectancy for individuals living in the Corridor for generations.

CEHAJ identified four potential plans that run the risk of endorsing the deployment of hydrogen projects into the very communities Metro is charged with protecting. They include the Corridor Zero-Emissions Truck Program [LB-ELA_0004], the Clean Truck Infrastructure investments [LB-ELA_0023], the Metrolink Regional Rail Line Between Union Station and Long Beach [LB-ELA_0219], and the Freight Rail Electrification Project [LB-ELA_0217], but there are potentially others. For this reason, we are calling on Metro to define the parameters around zero emissions further and include only direct electrification projects. We further reiterate our request to have a more comprehensive "health risk" score that takes a closer look at the potential for sponsored projects to exacerbate safety, air quality, and risk to climate initiatives.

D. We Do Not Want the ZET Program to be an Excuse to Further Erode Environmental Protections Such as CEQA.

We are troubled to see references in the Draft CMIP referencing some members of the Zero Emissions Truck Working Group pushing for Metro's support of efforts to erode the California Environmental Quality Act (CEQA) with a categorical exemption for ZE Charging Facilities. While we wholeheartedly support the transition to zero emissions in the Corridor and would like to see charging infrastructure developed, we cannot support such an initiative to weaken one of the few tools impacted communities have to demand greater transparency. Robust community engagement, not less, will make any Zero-Emissions charging infrastructure project successful, as has already been demonstrated.

Calls to expedite CEQA review and speed up permitting for charging infrastructure cynically ignore that this law is one of the few protections communities have to demand through analysis of impacts and proper mitigation often for health-harming consequences of projects. We ask you to rebuff these cynical efforts that would take away the most basic safety net at the worst time. As noted above, not all projects labeled "zero-emissions" are the same, and some have the potential to do more harm than good. Industry often provides anecdotes of the harms CEQA imposes but not hard evidence. If projects cannot be completed with robust public review and vetting, then they probably do not belong in communities already hard hit by pollution and

environmental burdens. While charging infrastructure will be key, we cannot bargain away the community's right to public review and transparency for the sake of expediency.

IX. Goods Movement.

The Goods Movement goal was crafted to achieve “streamlining and optimizing the efficient movement of goods and freight within and through the Corridor while simultaneously reducing air quality and health impacts to Corridor communities” caused by goods movement.⁷² There are four Goods Movement projects that are recommended for initial investment: Zero-Emission Truck Program [LB-ELA_0004], Clean Truck Infrastructure [LB-ELA_0023], Goods Movement Freight Rail Study [LB-ELA_0151], and Freight Rail Electrification Pilot Project [LB-ELA_0217]. While many of our member organizations generally support the electrification of rail, CEHAJ does not support the rail projects included in the Draft CMIP as currently described. The particular projects selected for initial investment stand in contrast to the Goods Movement goal by solely addressing industry stakeholder needs without simultaneously benefiting the communities that these rail projects will impact.

For example, CEHAJ expresses concern for the Freight Rail Study [LB-ELA_0151]. The Freight Rail Study seeks “an assessment to evaluate options for deriving greater utilization of the Alameda Corridor as a potential means for reducing truck trips in the Southern California subregion.”⁷³ This assessment would include opportunities to increase on-dock freight rail mode share, implementation of short-haul, freight rail shuttle service to new inland rail facilities, and increased use/improved operational efficiencies of existing near-dock and off-dock intermodal facilities. Based on the prior analyses, this project only received concern scores for “noise” which, without more information, CEHAJ assumes is based solely on the impacts of the study itself. However, the potential future benefits of the improvements were counted toward the overall benefits score, and possible future negative impacts were ignored. Metro should have assessed the future negative impacts of the projects the study will evaluate (such as freight rail to inland ports and increased on-dock rail) to fairly account for the tradeoffs of this study. Without it, the Draft CMIP suggests that this project comes without future concerns and only future benefits (i.e., ways to move goods onto rail and off highways) and likely artificially inflates the score this project deserves. To ensure consistency with the visions set out by the Task Force, investment in this study must come with a strong commitment to study the impacts of the freight paths project recommends, which would include impacts on bike and pedestrian safety, concentrated congestion, construction impacts, increased impervious surface, and potential for new physical barrier – particularly for inland port and railyards, all real tradeoffs for the efficiency this study is trying to promote. If the future benefits of a project were assessed, then

⁷² LB-ELA Draft Corridor Mobility Investment Plan, p. 5-12.

⁷³ LB-ELA Draft Corridor Mobility Investment Plan, p. 8-25.

the future concerns should be as well, and if Metro staff did not do this, those projects should be clearly marked or a clear explanation for why future impacts and concerns were not assessed when future benefits were included.

As a general matter, CEHAJ does not support the infusion of community investment funds into private projects that can obtain funding via other mechanisms. For this reason, CEHAJ does not support investment in the Freight Rail Electrification Pilot Project [LB-ELA_0217]. This project envisions Metro working with the Union Pacific and Burlington Northern Santa Fe railroads to continue to develop and test various battery-electric locomotives for operation on the Pacific Harbor Line and in the Alameda Corridor, with an ultimate goal of advancing a zero emission technology capable of entering commercial, revenue service operation. CEHAJ understands that this project is receiving heavy funding, partially in response to draft CARB regulations on locomotive emissions that will come into effect in 2030, and electrification of the railways, especially if they will reduce congestion caused by diesel trucks, is a step toward compliance. The improved health benefits for this pilot remain entirely theoretical and fail to justify how the community will receive benefits now and in the interim in the way that the Task Force envisioned. Rather than funding pilots geared to benefit well-resourced private industry, the goods movement sector would better serve the principles of the Task Force by recommitting to electrifying the now underutilized Alameda Corridor. Yet Metro anticipates investing \$10 million in Measure R/M funds in a fully private project with no guaranteed return on investment. Furthermore, this project lists potential funding from other sources such as FRA pilot programs, RAISE, INFRA, TIRCP, LCTOP, and others.⁷⁴ The 10-million-dollar investment should be distributed to other projects that would contribute a real improvement to the neighborhoods that these goods would be moving through and not subsidizing the industry's exploration of future compliance needs.

X. Conclusion.

We firmly believe that this investment plan offers an opportunity for Metro to start the process of repairing the damage caused by past harmful policies in the Corridor. When it comes to the Draft CMIP, we believe that prioritizing investments in community benefits programs, improving transit, promoting safe active transportation, and bringing community-vetted zero emissions transportation and infrastructure is essential to creating a more equitable and sustainable future in the Corridor. However, we continue to have concerns regarding the skewed prioritization of industry-led projects, the risk of displacement, and the need to better protect residents from toxic air pollution and other harms. We remain committed to helping improve the CMIP and ensure that the final investment plan benefits all residents in the Corridor equally.

⁷⁴ LB-ELA Draft Corridor Mobility Investment Plan, p. 8-24.

Respectfully,

The Coalition for Environmental Health and Justice (CEHAJ)

Laura Cortez

East Yard Communities for Environmental Justice

Fernando Gaytan

Vanessa Rivas Villanueva

Earthjustice

Janeth Preciado Vargas

Ambar Rivera

Jay Parepally

Jennifer Ganata

Communities for a Better Environment

Alison Hahm

Natural Resources Defense Council

Marlin Dawoodjee Vargas

Sylvia Betancourt

Long Beach Alliance for Children with Asthma (LBACA)

Andre Donado

Long Beach Residents Empowered (LiBRE)



Carta de respuesta de Metro a la Coalición por la Salud y la Justicia Medioambiental (CEHAJ) y los Residentes de Long Beach Empoderados (LiBRE)



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April 6, 2024

The Coalition for Environmental Health and Justice (CEHAJ)
and Long Beach Residents Empowered (LiBRE)

RE: CEHAJ/LiBRE Comment Letter for the Draft LB-ELA Corridor Mobility Investment Plan

Dear Colleagues:

Thank you all for the comprehensive, thoughtful, and helpful letter sent to us on behalf of the members of CEHAJ and LiBRE on March 28, 2024, as official comment on the Draft Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (CMIP). Thank you also for meeting with our project team on Wednesday, April 4, 2024, to discuss your letter, proposed changes, and outstanding issues to consider as we prepare to bring the revised CMIP back to the Task Force on Monday, April 8, 2024, for discussion and an opportunity to receive a consensus vote of support to bring the CMIP to the Metro Board for consideration this month.

While the process of creating the CMIP started 30 months ago, we recognize that you, your colleagues, and the community have been engaged in the process of determining how to invest in the I-710 Corridor for many years, from the early 2000s when planning and proposals for a project emerged, through the development of the prior I-710 South Corridor Project, to the tremendous cancellation and shift away from that proposal in 2021, to the creation of the LB-ELA CMIP today. You have consistently called for the public to have more than just input, but meaningful participation to help make the CMIP community-centered and beneficial for local residents, not just the region. As members of the Task Force, you have helped shape and guide every step of the process, from creating the Vision, Goals, and Guiding Principles to evaluating the revised Draft CMIP before us today. The equity-focused process of engaging the public, especially through the Community Leadership Committee, has proven essential for not just the process of creating the CMIP, but also the quality of its outcomes. Thank you for your consistent participation in all aspects of the CMIP process, your representation of community, your articulation of key process, policy, and project issues, and your constant effort to improve our planning process and outcomes. We look forward to continuing to work with you through the Working Groups to ensure that the promises and community benefits promised in the CMIP's recommendations that you will consider on Monday come to fruition.

Attached please find two documents: (1) a response to the key comments you raised in your letter, in the form of a comment log, and (2) a copy of the final redlined version of the CMIP that includes all edits made incorporating many items resulting from the letter and our meeting this past week.

On behalf of the Metro team, I hope you find our responses to your letter helpful to clarify and understanding how the CMIP addresses the many issues you raised, including changes made in response to your feedback.

I recall in our first meeting about five years ago when you made it clear that investment in the I-710 Corridor should include no displacement, zero-emission technology, and local/targeted hiring. We are pleased that the CMIP reflects those important goals, and so much more, as we set forth to invest \$743 million in transportation dollars for the Corridor to generate approximately \$4 billion of multimodal investment that is a down payment on addressing many of the needs for better transportation, investment in community programs and benefits, reparative technical assistance, better public health and cleaner air, safer routes for all modes of transportation, zero-emission technology, urban greening and an improved environment, and access to opportunity and shared prosperity.

The CMIP is a strategic, multimodal, transportation vision for the LB-ELA Corridor. Task Force support for the CMIP sets us on a path forward to begin much of the work to develop, define, and deliver the projects and programs recommended for funding through the Working Groups we will initiate following the adoption of the CMIP by the Metro Board. We invite members of the community, the CLC, and your organizations to participate in that process, continue to be our partner in this endeavor, and continue the work of improving the LB-ELA Corridor communities and transportation system in a way that follows the Vision, Goals, and Guiding Principles of the CMIP and provides meaningful benefits to the collective quality of life for residents.

If you have any questions or concerns, please reach out to me at canom@metro.net.

Sincerely,

Michael Cano

Michael Cano
Executive Officer, Multimodal Integrated Planning
Countywide Planning and Development

<p>Section I - Community input and engagement are essential for meaningful outcomes and Task Force re-engagement is a critical starting point.</p>	<p>CMIP Ch. 9 discusses the potential structure of the Implementation Working Group engagement, which can include Task Force and CLC members, as well as semi-annual reengagement of the Task Force and CLC. These working groups will be very important for Metro to develop and implement projects and programs for the CMIP in alignment with the Vision, Goals, and Guiding Principles. Community participation and engagement is a priority.</p>
<p>Section II - Summary of Comments, Recommendations include prioritizing pedestrian and bicycle safety, confirming the absorption of specific bus stop improvement projects, and ensuring a comprehensive definition of zero emissions to eliminate harmful combustion and NOx emissions.</p>	<p>For CMIP Ch. 8 Complete Streets Fact Sheets design guidance text was updated. For bikeways, CMIP Ch. 8 Regionally Significant Bicycle Projects from the Metro Active Transportation Plan Fact Sheet was updated to include text about prioritizing implementation of protected bikeways (Class 1 or Class 4) on these corridors. Metro supports providing safety for bicyclists and removing conflicts with trucks and vehicles, and recognizes the importance of protected bikepath facilities.</p>
<p>Section II - CEHAJ opposes projects that may undermine civil liberties or prioritize industry interests over community needs, such as Video Camera installation, Freight Rail Electrification Pilot Project, Congestion Pricing and Express lanes.</p>	<p>Updated CMIP Section 9.3 to demonstrate Metro's commitment to implementation with guidelines related to surveillance. Updated CMIP Ch. 8 Congestion Pricing Fact Sheet and Appendix 6c to show flag and depriorization. Updated CMIP Section 8.6 with the following note above modal program table: <i>It should be noted that some projects, like Congestion Pricing, have garnered significant community opposition. Projects listed as Tier 1 will not necessarily move forward in the future.</i></p>

<p>Section III - Prioritize Public Health and Eliminate Projects that May Cause More Harm Than Good. The Draft CMIP lacks specificity regarding the health, air quality, and climate implications of proposed projects, raising concerns about its ability to prioritize community well-being. most of the proposed projects, the possible health and air quality implications are marked as “N/A” in many cases; we are left feeling like our continuous calls for prioritizing community health remain unheard. Recent EPA changes to air quality standards underscore the need for more stringent strategies to improve air quality, especially in areas like the Corridor with high levels of pollution.</p>	<p>It is not feasible to evaluate air quality or health impacts at the project level as part of the Investment Plan, which is a strategic planning document. Metro does not have the level of detail required to perform the analysis at this stage; projects will undergo and need to meet CEQA/NEPA requirements as they move towards implementation. CMIP Section 8.5 clarifies how social determinants of health inform the current recommendations and how community programs will continue to advance health equity. CMIP Section 9.3 clarifies that all projects will be screened to determine whether an Air Quality analysis would be required as part of the CEQA/NEPA process. As part of the CEQA/NEPA process, a project's potential health risk impacts would also be evaluated during construction and operation, which may include a quantitative Health Risk Assessment, depending on a project's location, construction duration, construction activities, potential sources of emissions and proximity to receptors.</p>
<p>Section III - Prioritize Public Health and Eliminate Projects that May Cause More Harm Than Good. Of the twenty-seven criteria used to evaluate health-related project outcomes (see Table A), only four criteria (AQ1, CH1, CON5, CON9) directly advance transparency on the implications to air quality and health. Furthermore, data on these four criteria is extremely limited, if at all available, for the vast majority of the projects and programs recommended for initial investment, with many receiving N/A simply because there is no data currently available (see Table B)</p>	<p>See the methodology rubric for why those projects have "NA" for emissions benefits and impacts - they were not modeled.</p>

<p>Section III - Prioritize Public Health and Eliminate Projects that May Cause More Harm Than Good. The lives of workers and residents in the Corridor should be prioritized, and projects likely to cause public health harm should be omitted from the CMIP.</p>	<p>Projects will continue to undergo assessment for negative impacts per CEQA/NEPA, and may be removed if found to have significant impact. Updated CMIP Section 9.3 to clarify that future projects will require a CEQA/NEPA clearance.</p> <p>Updated CMIP Ch. 8, MOSAIC Fact Sheet to read: <i>This study will provide the more refined assessment needed to determine which of these projects are the most beneficial, without significant impacts, and should move to the next phase of their development.</i></p>
<p>Section IV - Metro Should Prioritize Community Benefits. There is a glaring lack of emphasis on community benefits. Community Programs should not be bundled and used for mitigation for harmful projects.</p>	<p>Updated CMIP Section 8.5 to clarify that Community Programs are not intended to be mitigations for harmful projects, and added additional information to describe intent of Community Programs to address equity issues in the corridor. The Equity Planning and Evaluation Tool (EPET), included in Appendix 4-A, also address the Investment Plan's emphasis on community benefits.</p>
<p>Section IV - Metro Should Prioritize Community Benefits. There are concerns about the disproportionate allocation of funding within the Draft CMIP, with a significant portion directed towards modal programs rather than community-led initiatives. This raises questions about the plan's commitment to equity and community well-being.</p>	<p>Measure R and M funding for investment in Community Programs is limited by the transportation nexus requirement, which is why Metro is investing \$40 million in a Community Programs Catalyst Fund to support the creation of successful Community Programs that will have access to other sources of funding more aligned with or eligible for the projects and programs to be developed by the Community Programs Working Groups. Recognizing the need for commitment to this outcome, Metro has set a target of \$300M in funding from outside grant sources as a means of signalling to partners that our expectation is that these programs yield revenue, projects and programs, and benefits for community. It will be the Working Group's task to clarify the potential for investment to meet this target—and hopefully exceed it—in the implementation phase of the CMIP. Community members will be able to participate in and help design the programs. Updated Section 8.5 to include target.</p>
<p>Section IV - Metro Should Prioritize Community Benefits. There is a critical need to prioritize green spaces in the CMIP; Green spaces offer a wide range of benefits that complement and enhance the effectiveness of other transportation modes, making them essential components of any comprehensive investment plan.</p>	<p>Updated CMIP Ch. 8 Urban Greening Fact Sheet project description to underscore importance of greening and potential benefits. Added project guideline to Section 9.3 to emphasize need for permeable cover.</p>

<p>Section IV - Metro Should Prioritize Community Benefits. California is in the midst of an unprecedented housing crisis, Metro and County can play a role in stabilizing housing. Anti-displacement measures are needed to stabilize housing for low-income residents, as well as programs to prevent evictions, preserve affordable housing, and develop sustainable housing options.</p>	<p>Updated CMIP Ch. 8 Housing Stabilization Community Program Fact Sheet to underscore importance of housing stabilization program.</p>
<p>Section IV - Metro Should Prioritize Community Benefits. Re: Economic stabilization programs and local hire commitments, they should stand alone as independent projects that merit initial investment and ongoing support to ensure their implementation, not just in the planning phase.</p>	<p>Updated CMIP Section 8.5 to clarify that Community Programs are not intended to be mitigations for harmful projects, and added additional information to describe intent of Community Programs to address equity issues in the corridor.</p>
<p>Section IV - Metro Should Prioritize Community Benefits. Programs to improve air quality and mitigate pollution are critical but should not serve as mitigation for other harmful projects. Suggestions for expanding air quality monitoring stations and implementing measures to improve indoor air quality.</p>	<p>Updated CMIP Ch. 8 Air Quality and Community Health Program Fact Sheets to underscore important of these programs and add to list of potential project/program types based on CEHAJ suggestions.</p>
<p>Section IV - Metro Should Prioritize Community Benefits. The section supports zero-emission solutions and bus electrification but urges community involvement in project development. It emphasizes the importance of partnerships with community organizations and residents.</p>	<p>Updated CMIP Ch. 8 Fact Sheets for ZE Infrastructure for Autos and Bus Electrification Projects. Metro will engage in community-centered decision-making through the Community Programs Working Groups with impacted communities. Metro and the Working Groups may also consider community education on hydrogen fuel and related issues with regional and community partners.</p>
<p>Section IV - Metro Should Prioritize Community Benefits. There's strong opposition to projects involving increased policing and surveillance, citing concerns about privacy, civil rights, and the disproportionate impact on marginalized communities. Funding for community programs should be prioritized over surveillance technologies.</p>	<p>No projects in the initial investments include cameras. Modal programs will go through additional screening to review equity and CIC flags that indicate community concerns. Projects found to have significant negative impact through working group assessment will not move forward. Updated project list (Appendix 6c) with flags on projects with camera equipment.</p>

<p>Section IV - Metro Should Prioritize Community Benefits, Community groups argue that freeway projects should not receive equity points as they primarily prioritize efficiency in moving goods through impacted communities rather than addressing past harms, providing fair access to opportunities, or eliminating disparities.</p> <p>The focus of freeway projects should be on rectifying past prioritization of industry over community health and livelihoods, with an emphasis on improving health and air quality rather than increasing vehicle traffic.</p>	<p>Equity is defined in the evaluation criteria as 'benefits or burdens place on disadvantaged communities'. If a freeway project provided safety benefits for instance in an EFC, Equity points would be allocated.</p> <p>Added the parenthical note to the CMIP Ch. 8 MOSAIC Fact Sheet under CIC flags:</p> <p>CIC Flags: Congestion Pricing (LB-ELA_0153) and ExpressLanes Strategic Initiative (LB-ELA_0182)</p> <p>General: Concerns about potential displacements (LB-ELA_0093 and LB-ELA_0091 specifically, and others generally).</p>
<p>Section V - Freeway and Arterial Projects Should Serve Impacted Communities and Deliver Benefits. Community support exists for arterial roadway projects, but with a caveat that they must adhere to Clean Air Act conformity requirements.</p>	<p>Updated CMIP Ch. 8 to state all applicable projects will adhere to Clean Air Act conformity analysis</p>
<p>Section VI - Transit Projects. The section emphasizes the importance of prioritizing community health, environmental protection, and traffic safety in transit planning. Highlights the need for a comprehensive public transit strategy focused on rail and bus improvements rather than solely maximizing existing infrastructure.</p>	<p>Raised funding for LB-ELA Corridor Bus Transit Priority Program from \$3M to \$31 to more comprehensively address transit needs.</p>
<p>Section VI - Transit Projects. Various transit improvement projects are discussed, including enhancing bus stop infrastructure, improving transit service times, and prioritizing transit safety over surveillance and policing measures. Recommendations include adding amenities like shade and seating to bus shelters and installing safety gates at rail crossings.</p>	<p>Updated CMIP Ch. 8 Bus Stop Improvement Fact Sheet with additional detail and clarified the leveraging. Surveillance guidance was added to Section 9.3.</p>

<p>Section VII - Active Transportation. Emphasis is placed on the need for AT programs to prioritize safety enhancements such as high visibility intersections, traffic calming features, and accessible infrastructure. Projects like Safe Routes for Seniors and Students and Pedestrian/Bicycle Enhancements and Safety Features are cited as examples. It is discouraging to see programs with similar initiatives not included in the recommended list for initial investment or only partially funded. Metro can and should prioritize programs that reflect community input, especially those addressing equity concerns, safety upgrades, and promoting sustainability.</p>	<p>Initial Investment funding raised from \$33M to \$44M. in CMIP Ch. 8 modal programs were updated - the Development of AT programs will occur through the Working Group for AT/Transit/ARCS projects, and will center communities in the AT Planning process.</p>
<p>Section VII - Active Transportation. While AT programs offer health and equitable benefits, there's recognition that some projects can have negative impacts, such as increased impervious cover leading to urban heat islands and flood risks. The section advocates for projects that minimize these impacts and address environmental justice concerns.</p>	<p>Added more detail to CMIP regarding impervious cover to community program implementation in Ch. 9. and included explicit language to incorporate urban greening in AT projects.</p>
<p>Section VIII - Zero Emissions and Public Safety Strategies Without Displacement. Request to prioritize zero-emissions projects that directly benefit impacted communities and provide co-benefits such as local job opportunities. The section advocates for a transparent allocation of funds that prioritizes projects addressing equity concerns and delivering measurable benefits to Corridor communities.</p>	<p>Metro's commitment to equity will guide zero-emission investments for the \$5 million dollars set aside for small fleet owners.</p>

Section VIII - Zero Emissions and Public Safety Strategies

Without Displacement. The section urges Metro to prioritize direct electrification over hydrogen technology, citing safety risks, air pollution concerns, and inefficiencies associated with hydrogen. It calls for a clear focus on projects that advance direct electrification solutions, emphasizing their safety, efficiency, and lower environmental impact.

Added to fact sheets and ZET section of CMIP:

Metro is committed to exploring all viable zero-emission technologies, including battery-electric and hydrogen, to meet regulatory mandates and sustainability goals without endorsing one solution. Metro is also committed to investing its CMIP funds in a manner that aligns with and advances the LB-ELA Corridor Task Force Vision, Goals, and Guiding Principles.

- Addressing Community Concerns: Recognizes concerns regarding public health, emissions during hydrogen production, transportation safety, and potential leakage, affirming Metro's dedication to minimizing impacts and educating communities.
- Compliance with Clean Fleets Rule: California's 2035 Zero-Emission (ZE) drayage truck mandate focused on tailpipe emissions, highlighting the need for comprehensive approaches to achieve ZE outcomes.
- State and Federal Investments: Significant investments in hydrogen and battery-electric technologies, including up to \$1.2 billion Regional Clean Hydrogen Hub (H2Hubs) award, indicating strong governmental support for diverse ZE solutions.
- Community Advocacy and Education: Metro aims to serve as a community advocate in ZE Truck (ZET) technology policy discussions, ensuring community concerns are addressed, supporting research, and facilitating educational initiatives on ZE technologies.
- Expert Panel Discussions and Symposia: Plans to organize expert panels, symposia, and community education events to deepen understanding of hydrogen technology, its state of development, and its implications for the LB-ELA Corridor.
- Collaborative Efforts for ZE Future: Continue collaboration with stakeholders to develop a ZE future that benefits the LB-ELA Corridor, emphasizing the importance of community input and guidance in educational and policy

Section VIII - Zero Emissions and Public Safety Strategies Without Displacement. There's a concern about potential efforts to weaken environmental regulations such as the California Environmental Quality Act (CEQA) for zero-emissions infrastructure projects. The section advocates for maintaining robust environmental protections and public transparency in project review and permitting processes, emphasizing the importance of community engagement and scrutiny.

Metro understands the concerns raised by CEHAJ and LiBRE that, in the desire to expedite the delivery of needed ZE infrastructure to support the transition of heavy-duty trucks from diesel to ZE technology, we do not also create new disparities caused by the reduction in environmental protections, public transparency, or community engagement. Metro is supportive of all parties involved with the planning and delivery of ZE Infrastructure to continue to work together to ensure this community concern is not overlooked. Metro's Working Groups, which will oversee the development of ZE technology investments, will include community members and advocates who will help provide accountability on this matter. Updated Fact

Sheet:

Environmental Review and Permit Streamlining Concerns: Metro supports robust public review and vetting for all projects, including those projects labeled zero-emission. Metro will engage in community-centered decision-making through the Working Groups with impacted communities and should avoid endorsements of potentially harmful applications without community input. Metro and the Working Groups may also choose to conduct community education on hydrogen fuel and related issues with regional and community partners.

Section VIII - Zero Emissions and Public Safety Strategies

Without Displacement. The section emphasizes the long-standing demand for zero-emission solutions in the LB-ELA Corridor and calls for Metro to prioritize such solutions over partial measures like "near zero" technology. It supports the inclusion of Clean Truck Infrastructure and Zero-Emissions Truck Programs in the CMIP but urges a focus on community health and well-being in their deployment.

Metro is committed to exploring all viable zero-emission technologies, including battery-electric and hydrogen, to meet regulatory mandates and sustainability goals without endorsing one solution. Metro is also committed to investing its CMIP funds in a manner that aligns with and advances the LB-ELA Corridor Task Force Vision, Goals, and Guiding Principles. Community benefits and impacts—including health—will be a key component of planning studies, project development, and implementation regarding ZE infrastructure.

- Addressing Community Concerns: Recognizes concerns regarding public health, emissions during hydrogen production, transportation safety, and potential leakage, affirming Metro's dedication to minimizing impacts and educating communities.
- Compliance with Clean Fleets Rule: California's 2035 Zero-Emission (ZE) drayage truck mandate focused on tailpipe emissions, highlighting the need for comprehensive approaches to achieve ZE outcomes.
- State and Federal Investments: Significant investments in hydrogen and battery-electric technologies, including up to \$1.2 billion Regional Clean Hydrogen Hub (H2Hubs) award, indicating strong governmental support for diverse ZE solutions.
- Community Advocacy and Education: Metro aims to serve as a community advocate in ZE Truck (ZET) technology policy discussions, ensuring community concerns are addressed, supporting research, and facilitating educational initiatives on ZE technologies.
- Expert Panel Discussions and Symposia: Plans to organize expert panels, symposia, and community education events to deepen understanding of hydrogen technology, its state of development, and its implications for the LB-ELA Corridor.
- Collaborative Efforts for ZE Future: Continue collaboration with stakeholders to develop a ZE future that benefits the LB-ELA Corridor, emphasizing the

Section VIII - Zero Emissions and Public Safety Strategies

Without Displacement. Strong emphasis is placed on robust community engagement in planning and implementing zero-emissions infrastructure projects. The section advocates for meaningful community involvement to ensure that projects align with community needs, address concerns, and provide tangible benefits.

Updated Ch. 9 to demonstrate Metro's commitment to implementation including goals for zero displacements.

Metro is committed to exploring all viable zero-emission technologies, including battery-electric and hydrogen, to meet regulatory mandates and sustainability goals without endorsing one solution. Metro is also committed to investing its CMIP funds in a manner that aligns with and advances the LB-ELA Corridor Task Force Vision, Goals, and Guiding Principles.

- Addressing Community Concerns: Recognizes concerns regarding public health, emissions during hydrogen production, transportation safety, and potential leakage, affirming Metro's dedication to minimizing impacts and educating communities.
- Compliance with Clean Fleets Rule: California's 2035 Zero-Emission (ZE) drayage truck mandate focused on tailpipe emissions, highlighting the need for comprehensive approaches to achieve ZE outcomes.
- State and Federal Investments: Significant investments in hydrogen and battery-electric technologies, including up to \$1.2 billion Regional Clean Hydrogen Hub (H2Hubs) award, indicating strong governmental support for diverse ZE solutions.
- Community Advocacy and Education: Metro aims to serve as a community advocate in ZE Truck (ZET) technology policy discussions, ensuring community concerns are addressed, supporting research, and facilitating educational initiatives on ZE technologies.
- Expert Panel Discussions and Symposia: Plans to organize expert panels, symposia, and community education events to deepen understanding of hydrogen technology, its state of development, and its implications for the LB-ELA Corridor.
- Collaborative Efforts for ZE Future: Continue collaboration with stakeholders to develop a ZE future that benefits the LB-ELA Corridor, emphasizing the

<p>Section IX - Goods Movement. The section outlines the goal of optimizing goods movement in the LB-ELA Corridor while reducing air quality and health impacts on communities. It highlights four recommended projects for initial investment: Zero-Emission Truck Program, Clean Truck Infrastructure, Goods Movement Freight Rail Study, and Freight Rail Electrification Pilot Project.</p>	<p>Updated CMIP Ch. 8 Goods Movement Freight Rail Study Fact Sheet with text about the study of the impacts of freight paths.</p>
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Section IX - Goods Movement. There is a concern that the selected rail projects primarily address industry needs without adequately benefiting impacted communities. Specifically, the Freight Rail Study is criticized for potentially neglecting future negative impacts on communities, such as increased impervious surface and congestion, while focusing only on potential benefits for industry stakeholders.

Metro's goal with the Freight Rail Electification study is to make the Alameda Corridor a ZE corridor in support of our shared goal to make the LB-ELA Corridor a ZE Corridor of the future. The community will receive benefits from an Alameda Corridor that carries ZE locomotive technology to move more cargo through the trench between the Ports and the Intermodal Railyards. The goal with this public funding is not to subsidize private industry or supplant private/other funding for the testing of ZE locomotives outright, but to work with all relevant partners, including the community, to determine how to convert the Alameda Corridor to ZE technology so that the movement of cargo from the docks at the southern end of the LB-ELA Corridor to the intermodal railyards at the northern end of the LB-ELA Corridor will feature ZE technology and support advancements at the Ports and at the Railyards to convert to ZE technology. The Freight Rail Electrification study will be developed with community participation in the Working Groups and will feature these community concerns as part of its scope of work. It is important to note that Metro is a member of the Alameda Corridor Transportation Authority and is advancing these goals at the policy level at that agency. The Goods Movement Freight Rail Study is intended to develop, with community and partner stakeholders, the strategies, policies, and levers needed to move more of the cargo in the LB-ELA Corridor by train instead of truck. The Alameda Corridor is currently underutilized with approximately only 30% of its capacity in use today. The concerns identified by community stakeholders in this letter and those raised during the development of the study in the Working Group, which will include community participation, will be included in the scope of work to ensure this concern is addressed. As the CMIP has a longer-term horizon than the immediate near-term, funding can be allocated for these purposes.

Rewrote the project factsheet [LB-ELA_0217] slightly: *Work with the Alameda Corridor Transportation Authority (ACTA) along with the railroads (Union Pacific (UP) and Burlington Northern Santa Fe (BNSF)) to continue to develop and test*

<p>Section IX. Goods Movement. Preference for Electrification of Underutilized Infrastructure: Instead of funding private projects, CEHAJ advocates for prioritizing electrification of the Alameda Corridor, which is seen as underutilized. The section argues that such investments would provide more immediate and tangible benefits to communities compared to funding industry-led pilot projects.</p>	<p>Prioritization for ZE technology will be electrification, with an assessment of other technologies including potential community impacts and benefits as requested. The funding sources listed as alternate funding sources are meant to leverage the \$10 million allocation. Any funding that is not ultimately used for this effort will return to the Goods Movement modal program.</p> <p>Freight/goods movement projects included in the Investment Plan are those that minimize negative environmental impacts, modernize technology, and upgrade infrastructure.</p> <p>The List of Projects Recommended for Initial Investment includes ZE truck infrastructure and a study of freight rail electrification projects/programs.</p>
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Carta de la Agencia de Protección del Medio Ambiente de EE.UU., Región 9 (EPA)

Michael and Corridor Team,
Please see EPA comments on the LB-ELA 710 Corridor Investment Plan.
Thank you for the opportunity to provide feedback,
Connell

Connell Dunning
Environmental Review Section (National Environmental Policy Act Reviews)
Environmental Justice, Community Engagement, and Environmental Review Division
U.S. EPA Region 9, Pacific Southwest
dunning.connell@epa.gov
415.947.4161

EPA has developed an environmental justice mapping and screening tool called EJScreen. It is based on nationally consistent data and an approach that combines environmental and demographic indicators in maps and reports. Learn more at <https://www.epa.gov/ejscreen>



REGION 9

SAN FRANCISCO, CA 94105

March 29, 2024

Michael Cano, Executive Officer
Countywide Planning and Development
LA Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, California 90012

Subject: US EPA Comments on the Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Michael Cano:

The U.S. Environmental Protection Agency has reviewed the Long Beach-East Los Angeles Corridor Mobility Investment Plan (CMIP), an effort established following the halt of the continued consideration of Alternative 5C that was a part of the Draft Environmental Impact Statement analysis for the 710 South Expansion. EPA understands that although the Final EIS for the 710 Corridor has not yet been publicly released, Caltrans and Metro have stated a commitment to no longer pursue capacity enhancement/expansion along the mainline of the 710 Corridor.

The EPA appreciates participating as an Ex Officio member in the CMIP Task Force, and values that the Metro Board established the process “must include a renewed commitment to inclusive and meaningful engagement of communities as well as a steadfast commitment to addressing the equity, displacement, air quality, congestion and economic concerns that have plagued communities around major freeway corridors (CMIP, p. 1-2) EPA appreciates the time, patience, energy, and resources Metro has offered over the last two years to promote an accessible and inclusive, interactive process, including offering evening meetings in multiple languages.

While the CMIP was not prepared to comply with the National Environmental Policy or Clean Air Act regulations, the EPA has acted as an Ex Officio Member to provide early feedback to Metro and Caltrans regarding important considerations, as early in the process as possible, for improving public health and the environment with an eye toward a future need to comply with national policy and air regulation.

EPA Review Summary

The EPA commends Metro for establishing a Task Force process that has included priorities for equity considerations and community engagement. We also appreciate the multiple commitments for pollution reduction, emerging technologies, reducing particulate matter emissions, increasing active

transportation, transit, and community programs. EPA’s feedback at this conclusion of the development of the Investment Strategy consists of recommended considerations related to NEPA and Clean Air Act transportation conformity as projects within the Investment Strategy are advanced for analysis.

12 Interchange Projects, 2 Auxiliary Lane projects

- **Commitment to meet conformity requirements:** EPA appreciates the stated commitment in Section 8.6.3.1 (p. 8-74) that, “Metro will ensure that freeway projects that move forward for implementation consideration complete the appropriate CEQA/NEPA.” EPA recommends that Metro also directly state in the CMIS that, “Metro will ensure that freeway projects that move forward for implementation consideration complete the appropriate project level transportation conformity requirements.”
- **Confirm Alternatives Analysis structure/scope:** Metro is proposing an intermediary, planning level process, an Alternatives Analysis, that will occur prior to CEQA/NEPA analysis,

“Bundle all the proposed Investment Plan freeway infrastructure projects into one set of candidate projects for an Alternatives Analysis/Prioritization study. This is necessary because the Investment Plan evaluation of design concepts is not detailed enough to prioritize the freeway infrastructure projects. Assess the 12 Investment Plan interchange project concepts and two auxiliary lane projects in more detail to ascertain which ones should advance to preliminary engineering and environmental analysis and in what order. This will include an update of the multimodal benefits of each project including improvement of freeway mainline safety and operations based on updated traffic data, and refined design concepts, and reassessment of key impacts, particularly displacements and air quality conformity. It will include a robust public and community involvement and engagement process.

Also assess the independent utility and logical termini of each proposed project, which may lead to packaging some projects into one combined project—for example, packaging the proposed auxiliary lane between the Del Amo Boulevard and Long Beach Boulevard interchanges with the redesign of those interchanges. Another multimodal packaging opportunity is to incorporate active transportation elements into the design of the arterial overcrossings to improve AT mobility and reconnect communities on either side of I-710. These elements are included in the Caltrans complete streets policy.” (p. 8-28)

We appreciate that next steps will address displacements and air quality conformity. Consistent with the project’s environmental justice and equity objectives, EPA continues to strongly recommend avoiding displacements and consideration of all measures to reduce adverse air quality impacts to the maximum extent practicable. Given recent history and prior challenges regarding transportation conformity along the 710 Corridor, the EPA requests that the CMIP include a commitment for Metro and Caltrans to meet with EPA before the proposed Alternatives Analysis process is initiated. EPA requests an opportunity to provide feedback to

Metro and Caltrans regarding the intended Alternative Analysis design and process, data sources, methodology, and analysis to insure that the conclusions can inform future NEPA and project level conformity analyses without needing to be revisited pursuant to statutory requirements.

- **Process suggestion for how Alternatives Analysis will inform future NEPA/CAA conformity analysis:** In order for the data, analysis, and conclusions from the “Alternatives Analysis” process to adequately reflect cumulative impacts to communities adversely affected by the I-710 corridor and be used for informing future decisionmaking pursuant to NEPA, EPA recommends that Caltrans consider pursuing analysis of the 12 highway projects and 2 Auxiliary Lanes on I-710 (and the associated connected Active Transportation projects) through one combined programmatic environmental analysis, or through a formal Planning and Environmental Linkages (PEL) process. Caltrans has completed a Planning and Environmental Linkages Handbook that provides additional information about this approach,¹ which is designed to formally document planning level analyses so that information and conclusions derived from such processes can be incorporated by reference (and not have to be revisited) for later NEPA analyses.
- **Update the reason why US EPA determined a hot spot analysis would be required for prior I-710 Expansion alternative:** Page 1-6, states, “2020 - The United States Environmental Protection Agency (EPA) determined that a hotspot analysis would be required for the LPA (Alternative 5C) due to their concerns regarding the air quality conformity of the project.” Please revise this to state, “2020 - The United States Environmental Protection Agency (EPA) reiterated through a letter to Caltrans and Metro that a hotspot analysis would be required for the LPA (Alternative 5C) due to the project resulting in increased truck-related diesel emissions and resulting potential challenges meeting air quality standards.”
- **Update Timeline to reflect Caltrans/Metro choosing to halt analysis of Alternative 5C:** On Page 1-6, in the timeline, it appears that a milestone is missing from the timeline. Directly following the EPA letter from 2020, the next item states, “2021 - In July, in response to Metro’s action, the....”, yet there is no bullet point stating Metro’s action. Please add a Milestone stating that Caltrans/Metro paused the EIS process. A summary of the milestone is included later in the document on Page 1-9 (Section 2): “In May 2021, the Metro Board suspended the environmental review of the I-710 South Corridor Project’s Locally Preferred Alternative (LPA) 5C (herein referred to as Alternative 5C) due to significant concerns that the proposed project would not meet air quality conformity standards; would create untenable displacement in disadvantaged communities adjacent to the freeway; and would contradict updated local, state, and federal policies related to freeway widening or expansion projects.”
- **Provide Status of the Final EIR/EIS for 710 South Expansion:** On Page 1-6, a bullet point states, “The Metro Board acted on a request from Caltrans to rescind the LPA (Alternative 5C) and, in its place, approve Alternative 1, the “No Build” alternative, as the new LPA for the I-710 South

¹¹ Caltrans Planning and Environmental Linkages Handbook, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/ct-pel-guidebook-all.pdf>

Corridor Project Final Environmental Document (Legistar File #2022-0100). This request was based on a state policy change intended to align transportation investments with improvement in climate change effects. This action effectively concluded the prior environmental process. Please revise the last sentence, here, and throughout the document where applicable, to reflect the current status of the pending Final EIR/EIS and Record of Decision, which we understand is still in preparation and will, when published, be the conclusion of the prior environmental review process. Per National Environmental Policy Act procedure, the environmental review process is still ongoing and there has been no published documentation of Caltrans/Metro rescinding the Draft EIS or choosing the No Action Alternative.

- **Clarify, with a description, in the CMIP what the separate “qualifying I-710 CMCP” is:** Section 1.4, Page 1-8 states, *“Through the development and approval of the LB-ELA CMIP. Metro is also preparing a qualifying I-710 CMCP to compete for and secure a portion of the \$250 million in state funding made available through the Senate Bill 15 Solutions for Congested Corridors Program. This critical funding supports Metro’s ability to deliver Measures R and M.”* EPA is not aware of a separate, additional ongoing I-710 CMCP and requests clarity regarding what a separate I-710 CMCP consists of and how it compares to, or will inform, the Alternatives Analysis of the 12 Interchanges and 2 Auxiliary Lanes.
- **Prioritize Community Programs in the Initial Investment:** Projects proposed for the Initial Investment are listed in Table 8-2 (p. 8-9) and appear to be focused on Active Transportation, Arterial Roadways/Complete Streets, Freeway Safety and Interchange Improvements, Goods Movement Projects, and Transit Projects. Community Programs are referenced in Section 8.5, but it’s unclear whether these programs would be included in the Initial Investment. EPA recommends that Metro clarify whether Community Programs would be included in the Initial Investment. Given the existing disparities faced by communities along the I-710 corridor, EPA recommends that Metro prioritize Community Programs for implementation.
- **Comprehensive analysis of zero tailpipe emission technologies:** EPA recommends that Metro pursue a robust analysis of potential zero tailpipe emission technologies and associated infrastructure contemplated in the Draft CMIP, including upstream and downstream impacts. We recommend considering technologies that are least impactful and most protective of communities affected by the I-710 corridor.
- **Include robust and meaningful community engagement throughout the process.** EPA recommends that Metro incorporate meaningful community engagement and commitments to environmental justice and equity throughout all phases of the Corridor Investment Plan process, including through NEPA/CEQA reviews, through evaluation of available technologies, and as other next steps/Working Groups are rolled out.

The EPA appreciates the opportunity to review the Long Beach-East Los Angeles Corridor Mobility Investment Plan and we are interested in continuing to participate in continued working group discussions regarding projects in the corridor, measure to reduce particulate matter, and efforts to integrate emerging technologies and reduce greenhouse gas emissions. If you have any questions,

please contact me at donez.francisco@epa.gov, or Connell Dunning, the EPA Region 9 NEPA Transportation Team Lead, at (415) 947-4161 or dunning.connell@epa.gov.

Sincerely,

**FRANCISCO
DONEZ**

Digitally signed by
FRANCISCO DONEZ
Date: 2024.03.29 10:14:09
-07'00'

Francisco Dóñez
Acting Manager
Environmental Review Section 2

cc: Kelly Ewing-Toledo
Deputy District Director, Division of Environmental Planning, Caltrans District 7



Carta de respuesta de Metro a la Agencia de Protección del Medio Ambiente de EE.UU., Región 9 (EPA)



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

April 7, 2024

Francisco Dóñez
Acting Manager
Environmental Review Section 2
United States Environmental Protection Agency, Region 9

RE: US EPA Comments on the Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Mr. Dóñez:

Thank you for your letter on behalf of the U.S. Environmental Protection Agency (EPA) relaying your comments regarding the Draft Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (CMIP).

We appreciate EPA's participation as an ex-officio member of the LB-ELA Corridor Task Force. You have helped us develop a CMIP that will lead to better air quality, an improved environment, and community-focused benefits for residents in the LB-ELA Corridor. We appreciate your support in helping us look ahead to future compliance with National Environmental Policy Act (NEPA) and Clean Air Act (CAA) conformity for the CMIP's projects.

Developing the Alternatives Analysis and Meeting Future NEPA/ CAA Conformity Analysis:

The I-710 Multimodal, Operational, Safety, and Access Investments for the Community (MOSAIC) Program comprises 12 interchange projects and two auxiliary lane projects that will undergo evaluation and community engagement before priorities are identified for environmental review and ultimately implementation. **This program is a central feature of the CMIP and, in contrast to the Alternative 5C project, features no widening of the freeway, no new general-purpose travel lanes, and no displacement of residents in the LB-ELA Corridor.**

Developing the I-710 MOSAIC Program will require great coordination among Metro, Caltrans, EPA, local communities, corridor users, and other stakeholders, particularly in prioritizing projects that provide benefits and that will meet future NEPA/CAA conformity analysis. The first step of this process will be to initiate the Alternatives Analysis/Prioritization study. **Metro agrees with EPA's request for the CMIP to include a commitment for Metro and Caltrans to meet with EPA before the proposed Alternatives Analysis process is initiated.** This commitment will be reflected in the Final CMIP sent to the Metro Board for consideration.

At this pre-Alternatives Analysis meeting, **Metro and Caltrans will also discuss with EPA the opportunity to employ the formal Planning and Environmental Linkages (PEL) process.**

Requests for Updated CMIP Language: Your letter contained several requests for corrections related to the reason why USEPA determined a hot spot analysis would be required for the prior I-710 Alternative 5C project, the timeline, and the status of the pending Final EIR/EIS and Record of Decision for Alternative 5C. **Metro will make those corrections to the Final CMIP.**

I-710 CMCP: The California Transportation Commission (CTC) administers the Solutions for Congested Corridors Program (SCCP), a discretionary grant program which funds projects contained within a qualifying Comprehensive Multimodal Corridor Plan (CMCP). The LB-ELA CMIP will also qualify as a CMCP for the I-710 Corridor, satisfying CTC guidelines. By qualifying the CMIP as an I-710 CMCP, Metro will be able to secure funding for CMIP projects in future SCCP grant cycles. **Language clarifying this process and intent has been added to the Final CMIP.**

Community Programs:

The projects and programs proposed for Initial Investment include the Community Programs Catalyst Fund. The CMIP recommends allocating a front-loaded \$40 million that prioritizes setting up the fund and beginning the work of launching each of the 15 Community Programs through three Working Groups following the approval of the CMIP by the Metro Board. Additionally, Metro intends to leverage this \$40 million fund to realize a target of \$300 million, or an average of \$20 million per Community Program, as a demonstration of commitment and expectation that these programs will yield significant investment in the LB-ELA Corridor communities. **Metro intends to make clear in the Final CMIP that the Community Programs are indeed part of the Initial Investment and are priorities for CMIP implementation.**

Comprehensive Analysis of ZE tailpipe technologies:

Metro recognizes that the implementation of ZE tailpipe technologies will require comprehensive analysis and understanding of what potential impacts are to local communities that may occur in the effort to meet ZE mandates, particularly in the freight sector. **Metro has committed to convening expertise on and hosting symposia and community educational meetings to discuss ZE technologies, in particular hydrogen,** which is less mature for freight vehicle purposes than battery electric technology.

Robust and Meaningful Community Engagement

Metro is committed to ensuring the implementation of the CMIP, including its Working Groups that will be responsible for developing recommended projects and programs, will follow the Vision, Goals, and Guiding Principles of the CMIP. **Metro intends to continue exercising the Guiding Principle of Equity as the CMIP progresses, which includes including robust community engagement and inviting community members and advocates to participate in the development and implementation of the many priorities contained in the CMIP.**

Thank you for all your detailed and helpful comments. Hopefully, these responses will help clarify Metro's intention for and commitment to the various items you raised. We look forward to

working with you as we implement the CMIP to invest in the projects and programs that will bring benefits to the local communities, particularly for better air quality, public health, and environment.

If you have any questions or concerns, please reach out to me at canom@metro.net.

With great appreciation,

Michael Cano

Michael Cano
Executive Officer, Multimodal Integrated Planning
Countywide Planning and Development

cc: Kelly Ewing-Toledo – Deputy District Director, Division of Environmental Planning, Caltrans District 7



Carta de la Federación Empresarial del Condado de Los Angeles (BizFed)

From: **Chris Wilson** <chris.wilson@bizfed.org>
Date: Mon, Apr 1, 2024 at 4:12 PM
Subject: BizFed Comments - Metro Mobility Investment Plan
To: Cano, Michael <canom@metro.net>, <710corridor@metro.net>
Cc: Robert Calix <calstrategicmgmt@gmail.com>

Good afternoon Michael and all,

Attached is a comment letter regarding the released draft of the Mobility Investment Plan.

If you have any questions, please don't hesitate to contact me.



Chris Wilson, Senior Advocacy Manager
(562) 201-6034 - chris.wilson@bizfed.org

Los Angeles County Business Federation

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April 1, 2024

Michael Cano, Executive Officer
Countywide Planning and Development
LA Metro
One Gateway Plaza
Los Angeles, Ca 90012

**RE: LB/ELA CORRIDOR PLAN TASK FORCE – MOBILITY INVESTMENT
PLAN DRAFT - COMMENTS**

Dear Mr. Cano,

On behalf of the Los Angeles County Federation (BizFed), a diverse grassroots alliance of 240 business organizations representing 410,000 employers with 5 million employees across Southern California, we wish to comment on Metro's *Mobility Investment Draft Plan*.

In response to the Mobility Investment Plan released January 31, 2024, we appreciate and support many of the project recommendations in the proposed draft plan. However, we are concerned that many key elements important to the sustainability of a vital 710 corridor have either been absent or do not go far enough in this current draft plan. Projects such as bus stop improvements (LB-ELA_0203), safety gates at all A-Line crossings (LB-ELA_0175), traffic controls at I-710 freeway ramps (LB-ELA_0156), improvements to Shoemaker Bridge (LB-ELA_0010), and all 14 of the freeway safety and operations infrastructure improvement projects bundle will be helpful but simply are not enough given the importance of this corridor to the local community, the region, the state and nation.

BizFed's specific comments are below, in no particular order:

LOMITA BLVD./SR-47 CONNECTOR PROJECT. BizFed would like to propose an additional improvement – Paving Lomita Blvd. from Eubank Avenue to Alameda Street, along the Wilmington/Carson border and connect it with Alameda Boulevard/SR-47 to the East. Current paving on Lomita Boulevard ends just west of Alameda Street/SR-47. This is a project initiated by Los Angeles Councilmember Tim McOsker and his constituents, known as the "Lomita Blvd/SR-47 Connector Project." BizFed supports this project as Lomita Boulevard is categorized as a Highway II in the City of Los Angeles' General Plan of the adopted Mobility Plan 2035, which was also supported by BizFed in 2015. We believe this project will provide safe, quality travel options for moving people and goods, and is supported by the area residents. We urge the Task Force to include this project in your Mobility Investment Plan.

GOODS MOVEMENT FREIGHT RAIL STUDY (LB-ELA_0151).

BizFed appreciates the acknowledgement of the importance of Goods Movement in the proposed Mobility Investment Plan, however, there have already been numerous freight rail studies conducted on this corridor and yet another rail corridor study only will not go far enough to address the totality of the long-term freight movement needs of the corridor. Past conversations with Metro have included identifying the 710 as a regional corridor and not a local one. If we are going to meet California's climate goals, a corridor needs to include more alternative fuel infrastructure for electric vehicle charging and hydrogen fueling stations, an aggressive and incentivized zero emission clean truck program, and a strong coordination with the California Transportation Commission's SB 671 – Zero Emissions Freight Corridors Program, in conjunction with rail. We need to provide alternative fuel infrastructure and a clear roadmap for timely infrastructure to be in place. The industry is clear about their desire to meet California's needs in order to transition into a cleaner sector, and instead of a \$1 million study on a "freight rail plan" as proposed in the Mobility Investment Plan, we feel those funds could be better spent on a "whole of government" approach to expedite infrastructure investments to achieve our goals.

CONGESTION PRICING AND ZET REQUIREMENTS. The Mobility Investment Plan includes several duplicative and "not yet ready for primetime" efforts that can be confusing for the goods movement industry. For example, any mention of Zero Emissions Truck (ZET) lanes or ZET travel zone restrictions should be removed. This is redundant as the California Air Resources Board (CARB) has already adopted Advanced Clean Truck regulations (2021) that seek to go into effect later this year. The Alameda Corridor "electrification" is not viable and has been studied several times over decades; H₂-fuel cell technology may eventually be the technology for long-haul freight. The Mobility Investment Plan document should merely denote studying any ZE tech for locomotives and not make a specific notation about the Alameda Corridor. Metro originally began its Traffic Reduction Study (congestion pricing) in 2020 and has since continued with its listening sessions. While the goal of the program is to look at reducing traffic as well as reducing air and climate pollution, there is no clear roadmap as to how the Goods Movement Industry fits into this equation. This is largely because details on pricing, technology and project revenue are unknown at this time. As a result, we request to remove the proposal of congestion pricing for the goods movement industry until Metro can provide detailed information on how and if this program is viable.

INTERCHANGE IMPROVEMENTS. As mentioned in the beginning of this letter, BizFed supports all 14 of the freeway safety and operations infrastructure improvement projects bundle for two reasons:

- 1) The safety and movement of people and goods through the area
- 2) Enhancement to regional accessibility

We urge the Task Force to double-down on making commitments towards interchange improvements. Interchange connectivity plays a pivotal role in enhancing regional accessibility, enabling efficient movement of people and goods across different modes of transportation. It involves the seamless integration of various transportation systems, such as railways, highways, airports, and ports, to facilitate smooth transfers and connections for travelers and cargo. By optimizing interchange connectivity, regions can unlock numerous benefits, including improved transportation efficiency, enhanced economic growth, increased safety for people traveling in all modes, including active transportation, and increased convenience for commuters. Additionally, investments in interchange connectivity have the potential to spur economic growth in regions by attracting businesses, encouraging tourism, and facilitating trade. When regions are well-connected through efficient interchange facilities, it becomes easier for companies to transport goods and access markets, leading to increased trade opportunities.

We urge the Task Force to adopt the above comments in your Draft Mobility Investment Plan, and as a voting member of the Task Force, we reserve the right to "support (only) if amended" on the proposed draft plan. If you have any questions, please don't hesitate to contact our Senior Advocacy Manger Chris Wilson at (562) 201-6034.

Sincerely,



Fran Inman
BizFed 2024 Chair
Majestic Realty



David Fleming
BizFed Founding Chair



Tracy Hernandez
BizFed Founding CEO
IMPOWER, Inc.



David Englin
BizFed President

CC: Metro Long Beach/East LA Corridor Plan Task Force

BizFed Association Members

Action Apartment Association
Advanced Medical Technology Association
Alhambra Chamber
American Beverage Association
Antelope Valley Chamber formerly Lancaster Chamber of Commerce
Apartment Association of Greater Los Angeles
Apartment Association of Orange County
Apartment Association, CA Southern Cities, Inc.
Arcadia Association of Realtors
AREAA North Los Angeles SFV SCV
Armenian American Business Association
Armenian Trade & Labor Association
Arts District Los Angeles
ASCM Inland Empire Chapter
Asian American Advertising Federation- 3AF
Associated Builders & Contractors SoCal (ABC SoCal)
Associated General Contractors
Association of Independent Commercial Producers
AV Edge California
Azusa Chamber
Bell Chamber
Beverly Hills Bar Association
Beverly Hills Chamber
BioCom
Black Business Association
BNI4SUCCESS
Boyle Heights Chamber of Commerce
Bridge Compton Org
Building Industry Association - LA/Ventura Counties
Building Industry Association of Southern California
Building Industry Association- Baldyview
Building Owners & Managers Association of Greater Los Angeles
Burbank Association of Realtors
Burbank Chamber of Commerce
Business and Industry Council for Emergency Planning and Preparedness
Business Resource Group
Calabasas Chamber of Commerce
CalAsian Chamber
CalChamber
California Apartment Association- Los Angeles
California Asphalt Pavement Association
California Bankers Association
California Business Properties
California Business Roundtable
California Cleaners Association
California Contract Cities Association
California Fashion Association
California Fuels & Convenience Alliance- Formerly California Independent Oil Marketers Association (CIOMA)
California Gaming Association
California Grocers Association
California Hispanic Chamber
California Hotel & Lodging Association
California Independent Petroleum Association
California Life Sciences Association
California Manufacturers & Technology Association
California Metals Coalition
California Natural Gas Producers Association
California Restaurant Association
California Retailers Association
California Self Storage Association
California Small Business Alliance
California Society of CPAs - Los Angeles Chapter
California Trucking Association
Carson Chamber of Commerce
Carson Dominguez Employers Alliance
Central City Association
Century City Chamber of Commerce
Chatsworth Porter Ranch Chamber of Commerce
Citrus Valley Association of Realtors
Civil Justice Association of California CJAC
Claremont Chamber of Commerce
Commerce Business Council formerly Commercial Industrial Council/Chamber of Commerce
Community Foundation of the Valleys
Compton Chamber of Commerce
Compton Community Development Corporation
Compton Entertainment Chamber of Commerce
Construction Industry Air Quality Coalition
Construction Industry Coalition on Water Quality
Council of Infill Builders
Crenshaw Chamber of Commerce
Culver City Chamber of Commerce
Downey Chamber of Commerce
Downtown Center Business Improvement District
Downtown Long Beach Alliance
DTLA Chamber of Commerce
El Monte/South El Monte Chamber
El Segundo Chamber of Commerce
Employers Group
Energy Independence Now EIN
Engineering Contractor's Association
EXP The Opportunity Engine
FastLink DTLA
Filipino American Chamber of Commerce
Friends of Hollywood Central Park
FuturePorts
Gardena Valley Chamber
Gateway to LA
Glendale Association of Realtors
Glendale Chamber
Glendora Chamber
Greater Antelope Valley AOR
Greater Bakersfield Chamber of Commerce
Greater Coachella Valley Chamber of Commerce
Greater Downey Association of REALTORS
Greater Lakewood Chamber of Commerce
Greater Leimert Park Crenshaw Corridor BID
Greater Los Angeles African American Chamber
Greater Los Angeles Association of Realtors
Greater Los Angeles New Car Dealers Association
Greater San Fernando Valley Chamber
Harbor Association of Industry and Commerce
Harbor Trucking Association
Historic Core BID of Downtown Los Angeles
Hollywood Chamber
Hospital Association of Southern California
Hotel Association of Los Angeles
ICBWA- International Cannabis Women Business Association
Independent Cities Association
Independent Hospitality Coalition
Industrial Environmental Association
Industry Business Council
Inglewood Board of Realtors
Inland Empire Economic Partnership
Irwindale Chamber of Commerce
Kombucha Brewers International
La Cañada Flintridge Chamber
LA County Medical Association
LA Fashion District BID
LA South Chamber of Commerce
Larchmont Boulevard Association
Latin Business Association
Latino Food Industry Association
Latino Restaurant Association
LAX Coastal Area Chamber
Licensed Adult Residential Care Association- LARCA
Long Beach Area Chamber
Long Beach Economic Partnership
Long Beach Major Arts Consortium
Los Angeles Area Chamber
Los Angeles Economic Development Center
Los Angeles Gateway Chamber of Commerce
Los Angeles Latino Chamber
Los Angeles LGBTQ Chamber of Commerce
Los Angeles Parking Association
Los Angeles Regional Food Bank
Los Angeles World Affairs Council/Town Hall Los Angeles
MADIA Tech Launch
Malibu Chamber of Commerce
Manhattan Beach Chamber of Commerce
Marina Del Rey Lessees Association
Marketplace Industry Association
Monrovia Chamber
Motion Picture Association of America, Inc.
MoveLA
MultiCultural Business Alliance
NAIOP Southern California Chapter
NAREIT
National Association of Minority Contractors
National Association of Theatre Owners CA/Nevada
National Association of Women Business Owners
National Association of Women Business Owners - LA
National Association of Women Business Owners-California
National Federation of Independent Business Owners California
National Hookah
National Latina Business Women's Association
Norwegian American Chamber of Commerce
Orange County Business Council
Orange County Hispanic Chamber of Commerce
Pacific Merchant Shipping Association
Panorama City Chamber of Commerce
Paramount Chamber of Commerce
Pasadena Chamber
Pasadena Foothills Association of Realtors
PGA
Pharmaceutical Care Management Association PhRMA
Pico Rivera Chamber of Commerce
Pomona Chamber
Rancho Southeast REALTORS
ReadyNation California
Recording Industry Association of America
Regional CAL Black Chamber, SVF
Regional Hispanic Chambers
San Dimas Chamber of Commerce
San Gabriel Valley Economic Partnership
San Pedro Peninsula Chamber of Commerce
Santa Clarita Valley Chamber
Santa Clarita Valley Economic Development Corp.
Santa Monica Chamber of Commerce
Secure Water Alliance
Sherman Oaks Chamber
South Bay Association of Chambers
South Bay Association of Realtors
South Gate Chamber of Commerce
South Pasadena Chamber of Commerce
Southern California Contractors Association
Southern California Golf Association
Southern California Grantmakers
Southern California Leadership Council
Southern California Minority Suppliers Development Council Inc.
Southern California Water Coalition
Southland Regional Association of Realtors
Specialty Equipment Market Association
Sportfishing Association of California
Structural Engineers Association of Southern California
Sunland/Tujunga Chamber
Sunset Strip Business Improvement District
Swiss American Chamber of Commerce
Thai American Chamber of Commerce
The LA Coalition for the Economy & Jobs
The Los Angeles Taxpayers Association
The Two Hundred for Homeownership
Torrance Area Chamber
Tri-Counties Association of Realtors
United Chambers - San Fernando Valley & Region
United States-Mexico Chamber
Unmanned Autonomous Vehicle Systems Association
Urban Business Council
US Green Building Council
US Resiliency Council
Valley Economic Alliance, The
Valley Industry & Commerce Association
Venice Chamber of Commerce
Vermont Slauson Economic Development Corporation
Veterans in Business
Vietnamese American Chamber
Warner Center Association
West Hollywood Chamber
West Hollywood Design District
West Los Angeles Chamber
West San Gabriel Valley Association of Realtors
West Valley/Warner Center Chamber
Westchester BID
Western Electrical Contractors Association
Western Manufactured Housing Association
Western Propane Gas Association
Western States Petroleum Association
Westside Council of Chambers
Westwood Community Council
Whittier Chamber of Commerce
Wilmington Chamber
World Trade Center



Carta de respuesta de Metro a la Federación Empresarial del Condado de Los Angeles (BizFed)



Metro

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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April 7, 2024

Fran Inman
Chair
Los Angeles County Business Federation
6055 E. Washington Blvd. #1005
Commerce, CA 90040

Dear Chair Inman,

Thank you for your letter providing comment on the Draft Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (CMIP). Even more importantly, thank you for your participation and leadership on the Task Force, helping us collectively find a path forward to investment in the LB-ELA/I-710 Corridor after the prior project failed to advance. The Los Angeles County Business Federation (BizFed) has been a steady partner for Metro in many endeavors, including this 31-month process to bring a comprehensive, multimodal, community-centered, and regionally significant CMIP forward to the Metro Board. We recognize and appreciate BizFed's support for the LB-ELA Corridor, particularly its central role in driving the regional economy by facilitating the safe, efficient movement of goods in a way that also reduces impacts to local communities in the Corridor and regional air quality.

The following are response to your comments provided in the letter:

Lomita Blvd./SR-47 Connector Project: Thank you for your support for this new project. This project is now added to the CMIP Modal Program for Arterial Roadways/Complete Streets and will be eligible for support for future grant funding.

Goods Movement Rail Study: The Metro Board has approved \$50 million for the Zero Emission Truck program that is part of the CMIP and included in its recommendations. This is the program that we believe is responsive to your request as it is focused on our efforts to meet our climate goals, deliver \$200 million in ZE infrastructure to support the deployment of ZE Heavy Duty trucks, and coordinate with the California Transportation Commission's SB 671 program. We appreciate our partnership with BizFed and others in the area on helping the CTC identify I-710 as a critical part of and priority for the SB 671 program, in particular.

As part of the overall strategy to reduce the number of heavy-duty trucks using the congested I-710 Freeway, Metro seeks to better utilize the Alameda Corridor to move more cargo through the LB-ELA Corridor. The Alameda Corridor is currently underutilized, operating at approximately 30%, due to policy, incentive, and other issues that make it at times more appealing to move cargo by truck that could otherwise be moved by train, despite the externalities to the LB-ELA Corridor communities, air quality, traffic congestion, and safety.

The Goods Movement Rail Study is intended to allow Metro, as a member of the Alameda Corridor Transportation Authority, to work with our partners at the Ports, our Class I freight rail partners, the trucking industry, and the community to identify the policies, fiscal levers and incentives, strategy, advocacy, and implementation plan needed to better utilize the Alameda Corridor as part of the multimodal approach to moving goods and improving our economy while reducing community impacts in the LB-ELA Corridor.

This study is paired with a Freight Rail Electrification Pilot program that will focus on helping our partners transition the Alameda Corridor—and the movement of cargo by rail between the Ports and the downtown Intermodal rail yards—into a ZE Corridor. While Metro is prioritizing the study of electrification for the Corridor, we also understand that the technology that will ultimately be used to make the Alameda Corridor ZE in the future is not yet determined. The study will support Metro’s efforts to identify, understand, evaluate, and develop this technology as part of the planning work to be conducted upon approval of the CMIP.

The reason for the Alameda Corridor being identified in the CMIP as a target for ZE-conversion study and funding is due to the LB-ELA Corridor’s focus on infrastructure within its boundaries and the impacts associated with moving freight on the local communities. Metro as an agency seeks to partner also with the many stakeholders involved with the more regional approach to moving freight with ZE technology beyond the LB-ELA borders and beyond the limits of the CMIP.

Congestion Pricing and ZET Requirements: We agree that these proposals are not priorities for the CMIP, and they will be moved to the Modal Programs for future evaluation, with no commitment of funding or prioritization for development attached to them. BizFed’s concerns, along with similar concerns raised by other partners, will be attached to these items if they are ever to be evaluated in the future.

It is important to note that Metro does not have any official policy or planning priorities to look at congestion pricing on I-710. Neither our Traffic Reduction Study nor our ExpressLanes Strategic Plan identify I-710 as corridor for study or implementation.

Interchange Improvements: Thank you for your support for our I-710 Multimodal, Operational, Safety, and Access Investments for the Community (MOSAIC) program that seeks to improve the interchanges that connect our LB-ELA Corridor communities, businesses, and logistics facilities to I-710. Despite the limited funding available from Measures R and M in the CMIP, we are hopeful that this Investment Plan can set up a pipeline of projects to receive future state and federal funding to improve every interchange in the corridor in a manner that reflects the need to preserve our communities, improve mobility for all, and facilitate the safer movement of people and goods through the Corridor. BizFed’s support for this program will be noted in the CMIP record.

We appreciate your comments and look forward to receiving your support for the CMIP at the April 8, 2024, LB-ELA Corridor Task Force meeting. We will bring the CMIP to the Metro Board for consideration in the following weeks and look forward to continuing our partnership with BizFed to deliver on the many projects, programs, priorities, and promises recommended by the LB-ELA CMIP.

Please feel free to reach out to me (canom@metro.net) if you have any questions or comment.

With great appreciation,

Michael Cano

Michael Cano
Executive Officer, Multimodal Integrated Planning
Countywide Planning and Development

C: Chris Wilson, Senior Policy Manager