

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
<b>Community Meetings</b>					
<b>Commerce Community Meeting</b>					
Commerce Community Meeting	Sylvia Betancourt	Task Force, LBACA	02/01/24	Important to look at the 710 freeway and see the ways that it impacts Commerce. We aren't widening the freeway but are we increasing truck traffic? What impacts will there be for pedestrian safety (walking cycling)	<p>"The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>Multimodal Improve freeway overcrossings so that they provide multimodal benefits and ""reconnect LB-ELA Corridor communities"" separated by the freeway and river – safer pedestrian/bicycle crossings, improved reliability and effectiveness of bus/transit, improved arterial traffic flow to reduce accidents and pedestrian/bicycle conflicts</p> <p>Operational Safety-focused auxiliary lanes that provide transition zones for cars and trucks to more safely merge on and off the freeway at locations with greater numbers of accidents than a simple ramp design can address: Safety for residents/users at local access points</p> <p>Safety Provide safer conditions for all users of the freeway and local interchanges, especially community members accessing the freeway. Reduced conflicts for cars and trucks getting on and off the freeway: improved on and off ramps, transition zones, turn radius, traffic signal controls.</p> <p>Access Greater access to bus service, pedestrian/bicycle paths, and personal mobility leading to greater access to communities, education, healthcare, and other economic opportunities. Safer local access to the freeway system. "</p>
Commerce Community Meeting	Sylvia Betancourt	Task Force, LBACA	02/01/24	There should be many safe ways to use the street keeping in mind quality of life and health.	Thank you for your comment. We are committed to supporting projects that advance the vision and goals of the corridor which specifically focuses on health, quality of life and safety.
Commerce Community Meeting	Anonymous	N/A	02/01/24	Alameda corridor- is there a possibility of being used for transit to alleviate congestion in freeways?	
Commerce Community Meeting	Anonymous	N/A	02/01/24	How can we identify the specific projects and programs in our communities?	
Commerce Community Meeting	Veronica	La Palma Resident	02/01/24	Request for more public transit options from Commerce to La Palma.	
Commerce Community Meeting	Anonymous	N/A	02/01/24	How can we get communities involved in the meetings?	
Commerce Community Meeting	Sylvia Betancourt	Task Force, LBACA	02/01/24	Request to connect the Bristow Park and Bandini Park in Commerce. (Verbal comment to Michael)	Projects can be added to the Modal Programs through the Working Groups established once the Investment Plan is adopted by the Task Force and Metro Board. See Chapter 9 that describes more details about the structure of the Working Groups for the Modal Programs.
<b>Lynwood Community Meeting</b>					
Lynwood Community Meeting	Anonymous		02/07/24	I was happy to see funds that were set aside for the expansion of the 710 that took so long to get the attention of the people in charge, who do not live in this area, is going towards other things we actually need. What I hear from bus riders is that we need cover at bus stops. We need to have the bus schedule available at bus stops. People that really depend on the bus service would find great use out of having the bus schedule announced and available to them at the stop. It makes me feel hopeful that people are listening to us as taxpayers. We deserve to have these improvements in our area.	Yes, and the \$730 million comes from taxes paid by community members.

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Lynwood Community Meeting	Anonymous		02/07/24	(1/2) I'm excited to see more details about the projects. On the timeline slide, it showed that there would be a presentation in March before the Metro Board. What will be reported? Will any projects be voted on at that meeting? (2/2) Is this definitive? What is the plan to constantly keep community members informed about the schedule and development of these projects? Can you elaborate on why community projects are such a small percentage?	Report to the Metro Board: last Wednesday, we published the draft Investment Plan. The draft is well-researched and well-documented, but it's a draft. And that's what you have before you today. At its core are the transportation projects. On the fourth Thursday, when the Metro Board meets, the final Investment Plan will be presented. The public comments we are receiving during the public comment period will be included in the revisions of the Investment Plan. The CLC will meet later this month, discuss the draft Investment Plan, and then vote on it. And there has to be a 60% approval. This plan will be informed by community input, stakeholder inputs, etc. Regarding the low percentage of community projects, Metro wants to work with communities and community-based organizations to seek additional grants. Metro cannot use transportation funds for such programs. Collaborating with communities to achieve an increase in grant funding for community programs is a main focus for Metro.
Lynwood Community Meeting	Sinetta Farley	CLC, East Rancho Dominguez	02/07/24	I wanted to say that this has not been an easy task. A lot of time was invested in these meetings, many questions were asked. I guess what I'm trying to say is that this report is simply a formality for Metro. There were many questions from the community. Mostly, it took our personal time to sit and listen to the staff, debate and discuss ideas, have Metro and the technical team explain what they meant or what the plans were. There was significant community participation. I represent East-Rancho Dominguez and joined the Community Leadership Committee in March 2020.	The CLC has met every month, sometimes twice a month. There have also been office hours with 1 on 1 time between the CLC, Metro, and the project team.
Lynwood Community Meeting	Anonymous		02/07/24	It can be noted in the report that many, many hours were invested in this. I want to take the opportunity tonight because you mentioned the high percentage of female users on the Metro. Women have expressed their feelings about safety on public transport. I've been commuting by train since the B Line started. My coworkers warned me about public transportation. It was always an incident-free experience. However, times have changed, and I've read some really distressing experiences in the LA Times about incidents on the train.	We have implemented a multi-faceted approach to our safety. They are not law enforcement, but they assist our users with safety. If there's an incident, then they report it to the Los Angeles Police Department (LAPD). We also have workers checking that the fare has been paid. Metro is currently considering developing our own security force so we don't have to subcontract to the LAPD or Long Beach Police Department (LBPD). We are also deploying PATH, working mostly with the county, to help homeless users connect with resources.  This feedback, and we have heard similar feedback from other users, is being continuously reviewed by Metro and implemented in the final plan."
Lynwood Community Meeting	Anonymous		02/07/24	I understand that community programs cannot be funded with transportation funds. Much of the proposed funding at the state and local level needs to incorporate community participation. How is community participation different from community programs?	Community participation is taken very seriously by Metro. Community participation will be integrated into any community program that is implemented. It is part of our process.  As part of its practice at Metro, major projects carried out by cities or counties communicate with Metro about community participation/outreach. If a project is going to disrupt streets or paths, counties and cities notify Metro. It's a collaboration."
<b>Long Beach Community Meeting</b>					
Long Beach Community Meeting	Kerry Beth Larick	Car Lite LB	01/12/24	Please divest from freeways and cars and invest more into active transportation and Bus Rapid Transit (BRT). If you want equity, you will make these forms of transportation a priority. Also, while addressing safety and crashes, please include which parts of the plan are dedicated to Vision Zero efforts.	

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Long Beach Community Meeting	Joshua Dungea		01/12/24	<ol style="list-style-type: none"> <li>1. Reduce the disproportionate share of investment towards freeway improvements. More towards transit and compact streets.</li> <li>2. Funding for electrifying freight rail is great, but freight rail monopolies are notorious for not budging towards sustainable initiatives. I'm afraid investing in this would produce little rewards.</li> <li>3. Implement traffic calming features that work in with speed limit reductions. Long Beach has passed the second part.</li> <li>4. Better signal priority, it not signal exemption, along the Blue Line. Reduced delay, better service overall</li> </ol>	Thank you for the comment. The final CMIP includes a higher level of investment for transit and active transportation. We believe the projects recommended in the investment plan support the vision and goals of the corridor as outlined in your comment.
Long Beach Community Meeting	Enrique Hernandez		01/12/24	I'm a bit concerned about the vagueness of the funding for the community programs. I feel if there was more direction, I would be inclined to be satisfied with the low numbers.	Thank you for the comment. The final CMIP includes a section on implementation and more detail on the working groups and community programs.
Long Beach Community Meeting	Erin Hopes	Car Lite LB	01/12/24	We need protected bike lanes to cross the I-710 and LA river. This is especially important at Willow Ave. in Long Beach and Firestone in South Gate.	
Long Beach Community Meeting	Marilyn Olivares	CBE	01/12/24	My concern is that the budget and future projects will continue to promote equity and health but will not actually move forward with community saving projects and for fixing community roads.	Thank you for the comment. Metro is committed to continuing to work with the community and our working groups to ensure our funding commitments continue to support the vision and goals of the corridor.
Long Beach Community Meeting	Uriah Blackwell	CBE	01/12/24	What is the direct method Metro plans to engage local communities around the corridor to ensure local partners and community members gain the job opportunities this project would create? Are there already plans to make this commitment tangible?	
Long Beach Community Meeting	Stephanie Gomez	SOW Collective	01/12/24	Hello, I would like to learn/ participate in a community task force focused on equity, bus shelters, and sustainable gen initiatives.	
Long Beach Community Meeting	William Frankfield	Resident	01/12/24	Metro needs more funds for bus improvements especially on the Atlantic and Long Beach Blvd corridor. LA Metro needs to accelerate the Compton Transit Management Operations Center Enhancements.	
Long Beach Community Meeting	Ozzip	CBE	01/12/24	One concern I have is that during the presentation it was mentioned that the number one concern with projects along the 710 was air quality. However, there were no projects mentioned to completely and explicitly increase air quality *NOW* More should be stated for clean air.	Thank you for your comment. Acknowledging that large infrastructure projects can take years before they are implemented, the investment plan includes projects and programs of different scales and timelines that can improve air quality in the short and longer term. Improvements such as air filtration in schools, vegetation, health screenings can be deployed quickly and will be implemented through the community health benefit program.
Long Beach Community Meeting	Paola Vargas	East Yard	01/12/24	Our communities need to have a wide array of funds allocated to community benefits and programs. We need green zones, zero emission infrastructure to mitigate public health concerns, local hiring/workforce programs, bike lanes, increased safety measures, etc.	Thank you for the comment. We are committed to supporting projects that advance the vision and goals of the corridor and address the issues raised in your comment.
Long Beach Community Meeting	Adriana Garcia	LANCT	01/12/24	I would love to prioritize funding for green space buffers as it relates to public health issues from freeway pollution.	Thank you for the comment. We are committed to supporting projects that advance the vision and goals of the corridor and address the issues raised in your comment.
Long Beach Community Meeting	Elsa Tung	KE Impact LLC	01/12/24	Current plan has over investment in freeway projects, under investment in transit and active transportation, especially \$170.6M freeway initial investment vs. \$29.0M transit initial investment (freeway nearly 6 times transit). Need to push cities to ID transit projects for initial up-front investment.	Thank you for the comment. The final CMIP includes a higher level of investment for transit.

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Long Beach Community Meeting			01/12/24	What is being done differently with these auxiliary lanes than the ones currently in the Council of Governments Gateway Cities on the 91? We were told improving weaving patterns is safer but with air quality and induced demand when increasing car capacity, it's hard to believe. What other truck safety weaving pattern improvements can be done without increasing capacity for cars?	<p>The initial investments include a package of 12 operational safety improvements that will be assessed once the Task Force and Metro Board approve the Plan. Other truck safety weaving pattern improvements will be evaluated at that time for induced demand and increases in VMT.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>Multimodal- Improve freeway overcrossings so that they provide multimodal benefits and "reconnect LB-ELA Corridor communities" separated by the freeway and river – safer pedestrian/bicycle crossings, improved reliability and effectiveness of bus/transit, improved arterial traffic flow to reduce accidents and pedestrian/bicycle conflicts</p> <p>Operational Safety-focused auxiliary lanes that provide transition zones for cars and trucks to more safely merge on and off the freeway at locations with greater numbers of accidents than a simple ramp design can address: Safety for residents/users at local access points</p> <p>Safety- Provide safer conditions for all users of the freeway and local interchanges, especially community members accessing the freeway. Reduced conflicts for cars and trucks getting on and off the freeway: improved on and off ramps, transition zones, turn radius, traffic signal controls.</p> <p>Access - Greater access to bus service, pedestrian/bicycle paths, and personal mobility leading to greater access to communities, education, healthcare, and other economic opportunities. Safer local access to the freeway system.</p>
Long Beach Community Meeting	Kirk			On the slides referring to \$743 million-Freeway is 30% Metro Funding, for the \$3.2 billion leveraged funding -but it balloons to 34% and 29% complete streets. My concern is that so much of this funding is going to the freeway. Amount of active transportation starts to diminish. Once again, we are focusing on cars.	We are balancing projects across modes. We don't want to see silo projects-all projects are interconnected. Amount-freeway projects cost more. Leveraged dollars will be much more. All freeway projects will undergo CEQA/NEPA, new community engagement process.
Long Beach Community Meeting	Kirk			What does development, pre-implementation, implementation mean?	Pre-implementation-environmental review/community engagement needed before moving forward/determining whether it moves forward; Development-concepts/ideas-especially on the equity side. Will need discussion planning work, best practices-to get it to pre-implementation.
Long Beach Community Meeting	Stephanie Gomez	SOW Collective		1-Equitable and Sustainable--how much funding is going into Equity Initiatives? 2-What are the equity initiatives?	1-Equity Considerations-investments they would like to see uplifting quality of life in their communities (Cbo's). \$40 million into community programs. We cant put more funding-because sales tax for transportation funding. Metro will identify partners to help us develop funding plans. \$40 million is a catalyst for these programs. We need to ground truth this information. 2- We are looking at a lot of projects. Map of EFC's. Under resourced communities. Modal Programs-\$almost \$300 million-10% is for Technical Assistance and funding leverage. 3-Public Health-tied to the trucks. We are aware of "Diesel Death Zone" \$50 ZET program - to invest and accelerate ze trucks and infrastructure. PM from road dust, wear and tear. 4-Equity on Transit - quad gates, 19 million-bus shelters-we will try to leverage this 4 times \$76 million . How do we use funds now? How do invest in communities with equity needs? Office of Equity and Inclusion. EWG. Goods Movement-move cargo by trains instead of truck. Arterial roadway-no increased lanes. more complete streets focus to promote increased community usage. We are not stopping the engagement. We will continue engagement. We will revise plans according to ongoing community feedback. This is the most comprehensive community engagement process. Equity is the central point of the plan. We cant just say it. We have to do it.
Long Beach Community Meeting	Monseratt			Communities for a Better Environment -I live and go to school in Southeast LA. I am concerned about hydrogen-fossil fuels and co2. Would like to see protected bike lanes. Free Bus Transit.	Your comments regarding fares - we've heard. There is a youth pilot program. Metro Board is looking at this for the whole system. Hydrogen-there are some unknowns- we don't know about having a facility; pipeline. We have a ZET - we are looking at electric and hydrogen. We have a vetting process with communities. Before we invest in technology/infrastructure, we will engage with the community. Protected bicycle lanes-we realize many bike lanes-competing lanes for cars/trucks. We are working with local communities on this. We are going to learn more. There is funding for this. Complete streets will incorporate this. We know that noise and pollution from the freeway issues. We are working with Caltrans to look into sound walls. Sound walls are part of community protection.
Long Beach Community Meeting	William			Freight Improvements-there needs to be more funding electrification. Decarbonization. Reduce Congestion. I agree with his comments regarding improving bus lanes. None of us want more investment in the freeways.	Freeways-we are also looking at overcrossings i.e. Florence going over the freeway-unsafe; not moving quickly. This is a multimodal plan. Interchange at Florence-we want to improve access safety for pedestrians, bicyclists, etc.
Long Beach Community Meeting	Elsa Tung	KE Impact LLC		Appreciate the comments so far. Digging into these numbers. Piggybacking on previous comments. Initial investment numbers-Freeways \$170 million vs \$29 million transit. 6-fold difference. I appreciate what you're saying. These projects are complex and interrelated. The discrepancy of funding is vast. The money going out the door vs what is going out in 20-30 years is vast.	Some projects like Southeast Gateway Light Rail-federalized funding. Transit projects-2-3 year window. We need to develop projects and then get funding. Readiness funding is impacting us. Over the course of the plan, we want balanced approach. Some projects - Atlantic Complete Streets can be funded tomorrow. Readiness and alignment of vision, goals, guiding principles-evaluation process. I am hearing - we would like to see more investment on the front end for transit projects.

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Long Beach Community Meeting	N/A			How is that not expansion? How will there not be displacement?	Auxiliary lanes- comparable to ramp extenders. Trucks need more space to exit the freeway. There is more opportunity to negotiate how to get on/off, prevent accidents. CEQA/NEPA will be employed. We know it's a loaded issue. Safety is critical.
Long Beach Community Meeting	N/A			Regarding the Investment Summary and transit programs, I see 4 bus lane corridors. How long are we working on Vermont Bus Corridor? 1/2 million for Slauson. 1/2 million for Vermont. It feels like these are the things you put on paper. They sound like auxiliary lanes. We are going to think about getting the Environmental Impact Report together for these projects. We keep having great plans to get from one onramp to another offramp. Pre-implementation-what are we even doing? Bus corridor projects will take 5-6 years. Those have been years and years with those promises and nothing has been done. We should put more funding into transit programs.	Bus lanes, roads improvements-we have to work with local jurisdictions. Metro cant make these decisions alone; these are some complications, not an excuse. We don't know the full cost of many projects; city by city-not every city will agree with a full bus lane on their roadway. Transit-Arterial Roadway-Active Transportation-are all interconnected..
Long Beach Community Meeting	N/A			You know freeway safety improvements scale better. It seems like the percentage on the left (initial investment and modal programs) should be less than 30%. Its more important to maximize funding for what we want rather than the level funding as listed here.	This is a living document. This is a starting point. Please voice what you like to see.
<b>Compton Community Meeting</b>					
Compton Community Meeting	Anonymous Attendee		02/21/24	Are other complete streets going to be considered moving forward beyond what is shown in the list of projects?	This is a starting point. Funding and projects will evolve as this process continues. This list shows what we are investing in to start with.
Compton Community Meeting	Anonymous Attendee		02/21/24	Will there be projects to make bus stops and surrounding areas look nicer and make people more encouraged to use these new initiatives?	We will work with landowners/developers to help improve appearance and visibility. Land use is an ongoing part of this process.
Compton Community Meeting	Anonymous Attendee		02/21/24	Are you taking into account the perspective and experiences of young Metro riders?	One of the things we looked for with the CLC was a wide range of ages. We had the younger demographic represented amongst a few CLC members. I think that is something we can take back as feedback to focus on broadening our youth outreach moving forward.
Compton Community Meeting	Phyllis Ollison	CLC, Compton	02/21/24	Can you expand upon the Investment Plan's definition of 'equity'? I know that is something we spent a lot of time on in the CLC meetings.	Our office of Equity and Race worked with our project team, the CLC, and the Task Force on developing a clear understanding of Equity as a principle. We have been focused on repairing past harms, identifying disparities, and how to intentionally invest in this plan in a way that recognizes those past harms and move forward in an equitable way. There might have been voices before that were not recognized or included and so we have developed our plan around fixing that. So Equity, if you are looking at it from how we approached it, every project is looking at how disparities can be addressed and existing conditions can be improved.
<b>Paramount Community Meeting</b>					
Paramount Community Meeting	Irma Lopez	CLC, Cudahy	03/13/24	When you talk about diesel becoming electric, are you referring to all kinds of transportation or only heavy load trucks? Will all of them be gas and electric, or only electric?	Our investment is for heavy duty trucks. We are investing 50 million dollars to create a network of charging stations that will help people go from diesel to electric as soon as possible. We are also looking at doing the same for locomotive trains. We have support from a community program to help cities develop charging stations for personal vehicles. Our vision is a zero-emission corridor for trucks, trains, vehicles, buses. We are not doing anything lower than zero-emission.

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Paramount Community Meeting	Anonymous Attendee	N/A	03/13/24	I am a bus rider, my main concern is safety. We have a lot of issues with homeless people riding buses. The ambassador program is a waste of time and money. People start fighting and when ambassadors see it, they just walk away. The buses and trains are very dirty. I always have an issue with this kind of presentation, we have people who don't ride the bus so they do not understand what is going on. My main focus is always the community and what's going on. I am glad to see community members here, but what about people who do not have the time to travel to these meetings? A lot of little things add up that can be improved. For me, I love riding the Metropolitan Transportation Authority but I would like to see these things improved.	<p>We do have the ambassador program. The ambassadors are not law enforcement. They are there to help direct customers, answer questions about the system. We do have transit security officers and we have contracted police department support through LAPD, LA Sheriff's Dept, and LBPD. Metro is considering developing our own internal police department.</p> <p>I would encourage you to continue to make those comments. We have a Public Safety Advisory Committee that meets monthly.</p> <p>You mentioned station amenities. We would love to put station amenities on every bus stop, but we do not own the bus stops. We only own the bus stop sign. The cities are in charge of the bus stops themselves. Some cities have invested in improvements. We are going to be giving cities an opportunities to grab onto funding for those improvements.</p> <p>I do want to acknowledge that as part of our comment log, we are going to make sure the safety and operations team gets this feedback.</p>
Paramount Community Meeting	Abril Villa	Compton Resident	03/13/24	I live really close to the train. I picked the wrong city. Has anybody read the Compton State Audit? We are the worst city. Compton Creek Bike Path has received funding three times but they used the money for the general fund. Where is the money going? Who is investigating and having oversight on these entities? We have talked to Maxine Waters, we have talked to Supervisor Holly Mitchell. I feel betrayed by the system that we keep investing into projects that are not being followed through on. So funding is just taken away with no oversight. I am more than happy to send the Audit to you.	<p>Every city receives money through Metro for local funding. We have mechanisms where if we get burned on something, there is going to be repercussions. We have to get a lot of funding from a lot of agencies to keep Metro going. We have a reputation that we have to maintain and we are going to bring your warning in house.</p> <p>Typically when there is a grant given to a city or municipality, there is a time limit. So sometimes money is given back when it is not spent in time.</p>
Paramount Community Meeting	Isabel Viera	Buena Park Resident	03/13/24	I was wondering about the investment percentages, especially pertaining to freeway projects.	This is the initial investment. When you go through the different modes, this is the breakdown for each one. The \$40 million is funding we are using to set up 15 community programs that have been identified thanks to input from community members. We can't use transportation funds for anything other than transportation, but we can use the \$40 million dollars to help set up the community programs and get them going.
Paramount Community Meeting	Isabel Viera	Buena Park Resident	03/13/24	I live right next to a main street and I like that you guys are going to work on electrifying a lot of transportation. But what I don't understand, is if you all are expanding the freeway or not.	There is no expansion. There are several projects that deal with issues on the freeway. We are not trying to add lanes, we are trying to create safety improvements. We have data that shows the crashes and accidents at these locations is far higher than the state average. We are also aiming at investing in the bridges on the freeway. People don't safe crossing the freeway, walking across these bridges.
Paramount Community Meeting	Isabel Viera	Buena Park Resident	03/13/24	Can you clarify about the safety design of the freeway bridges?	This is my opinion, the original design of the bridges were to get cars on and off the freeway, they weren't designed with pedestrians in mind. So we now have to figure out how to make those bridges safer, to improve them for pedestrians. How do you expand access to the bridges and interchanges for pedestrians to make them safer.

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Paramount Community Meeting	Isabel Viera	Buena Park Resident	03/13/24	I don't think I am understanding. So you are trying to make the freeway safer for communities right? But either way, the freeway is still going to cause greenhouse gases. So why are you putting so much money into safety when the greenhouse gases issue needs a lot of support?	<p>If there's an accident at these interchanges/bridges, it causes a lot of backup. What happens then is that those cars and trucks will find another route. And that route is usually major streets like Garfield and Atlantic. So the major arterial roadways become bogged down. If the freeway isn't working well because of safety concerns, the impacts trickle down into local roads and into other issues. Because the freeway hasn't been improved in 60 years, the safety issues have only gotten worse over time. We have not heard about a single ramp where there is not an issue. There's issues all along the way.</p> <p>Coming onto the freeway, you only have so much space. So conflict happens, people get scared, they get aggravated, and accidents happen. If you make the on-ramp a little longer, it makes it safer to get onto the freeway and reduces conflict.</p>
Paramount Community Meeting	South Gate Resident, CBE member	South Gate Resident, CBE member	03/13/24	My main concern is about emissions. Emissions take a toll on a range of health issues. I spoke with my biology teacher and she said in the 1960s kids didn't have many health problems, it was safe to play outside. But in my generation a lot of kids have asthma problems. I appreciate how you guys are pushing for zero emissions. I notice how you guys focus on the funding, but I was curious about the quota for how much emissions you want to reduce?	Metro is committed to transitioning every single bus Metro operates to ZE by 2025. There will be a 100% shift. We are laser-focused on that. The state is mandating entirely zero-emission by 2035. Greenhouse gas emissions affect the region. By focusing on zero emission trucks, zero emission buses, and working with cities to implement charging stations we are trying to combat greenhouse gases. Another issue is particulate matter. If you had every single car and truck on the freeway zero-emission, there would still be a lot of particulate matter. Anyone who lives near the freeway is left to deal with the particulate matter which can go into a person's lungs and cause health issues. We have other partners. The Ports have to do their jobs, they are trying very hard to go zero-emissions. Every community has been affected by these issues, and that is what we are trying to respond to.
Paramount Community Meeting	Irma Lopez	CLC, Cudahy	03/13/24	What budget does public health fall into?	Metro does not have a traditional public health budget so there's 2 ways we are investing in that. One is that by the nature of our investments, we are improving safety which improves health. Secondly, we have \$40 million that we are using to set up different programs. One of them is the "Community Health Benefit" program. For example, we have had some success with better air filtration in homes. Metro can't fund that with these dollars directly, but working with partners we can get grants and connect those dollars to the communities directly. We are also looking at air quality monitors. There are some places that are having a lot of issues, but we don't have all the data that we need.
Paramount Community Meeting	Marisol Salgado	CBE	03/13/24	I'm a bus rider. Every day people smoke, and secondhand smoke is more harmful. They should put smoke detectors on the buses.	
Paramount Community Meeting	Marisol Salgado	CBE	03/13/24	They should train drivers to treat passengers kindly.	
Paramount Community Meeting	Yecenia Lopez	N/A	03/13/24	Security in the bus is needed. There is a lot of contamination in the City of Bell.	
Paramount Community Meeting	Anonymous Attendee	N/A	03/13/24	Is there going to be 24 hour bus transportation? Is Alameda Corridor going to be fixed?	

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Paramount Community Meeting	Isabel Villela Mancillas	CBE	03/13/24	Why is a large portion of the funding going towards the freeway instead of other subcategories that aren't as funded? I feel as if you didn't answer my question and rambled.	<p>The initial investments include a package of 12 operational safety improvements that will be assessed once the Task Force and Metro Board approve the Plan. Other truck safety weaving pattern improvements will be evaluated at that time for induced demand and increases in VMT.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>Multimodal- Improve freeway overcrossings so that they provide multimodal benefits and "reconnect LB-ELA Corridor communities" separated by the freeway and river – safer pedestrian/bicycle crossings, improved reliability and effectiveness of bus/transit, improved arterial traffic flow to reduce accidents and pedestrian/bicycle conflicts</p> <p>Operational Safety-focused auxiliary lanes that provide transition zones for cars and trucks to more safely merge on and off the freeway at locations with greater numbers of accidents than a simple ramp design can address: Safety for residents/users at local access points</p> <p>Safety- Provide safer conditions for all users of the freeway and local interchanges, especially community members accessing the freeway. Reduced conflicts for cars and trucks getting on and off the freeway: improved on and off ramps, transition zones, turn radius, traffic signal controls.</p> <p>Access - Greater access to bus service, pedestrian/bicycle paths, and personal mobility leading to greater access to communities, education, healthcare, and other economic opportunities. Safer local access to the freeway system.</p>
<b>Virtual Meetings</b>					
<b>Virtual Meeting #1</b>					
Virtual Meeting #1	Anonymous Attendee		02/01/24	Are there appendices that explain the projects more in-depth? For example, I can only find three listings of the Humphreys Pedestrian Bridge? Is there more of an explanation for this project?	<p><a href="https://www.dropbox.com/sh/gwjnsyur2i0o4q9/AADIAw2pteXm93ozlDTq150a/710%20Task%20Force%20Meetings/Task%20Force%20Meeting%20%2317%202.13.23?dl=0&amp;preview=Revised+Draft+Initial+List+V4+2.13.23+English+Clean.pdf&amp;subfolder_nav_tracking=1">Yes. You can review all project descriptions here https://www.dropbox.com/sh/gwjnsyur2i0o4q9/AADIAw2pteXm93ozlDTq150a/710%20Task%20Force%20Meetings/Task%20Force%20Meeting%20%2317%202.13.23?dl=0&amp;preview=Revised+Draft+Initial+List+V4+2.13.23+English+Clean.pdf&amp;subfolder_nav_tracking=1</a></p>
Virtual Meeting #1	ELAC Attendee		02/01/24	Why isn't there security on Metro buses?	We deploy security & safety officers on buses, but not all. Have a multilayered security program that includes not only law enforcement but private security + ambassadors, deployed strategically based on needs.
Virtual Meeting #1	ELAC Attendee		02/01/24	There are security issues with lines #4 & #2 late at night	Noted & will inform the proper individuals
Virtual Meeting #1	Clara Solis	Resident of East LA	02/01/24	Will submit letter -- concerned they do not accept hydrogen as zero emissions source, could cause more pollution, zero emission should be electric only, preference for projects that benefit broader corridor rather than smaller areas, support PM projects, traffic controls on I710 freeway ramps, do not want to see hydrogen plans. Document is hard to follow, lots of projects are missing complete descriptions, hard to figure out exactly what is being proposed. Not fond of transit oriented community projects, feels they cause gentrification. Support affordable housing projects.	Appreciate feedback & participation.
Virtual Meeting #1	Jose Dennis Alabaso		02/01/24	Speaking of Public Transportation, is Phase 2 of the Eastside Transit Corridor going to extend its connection prior to the East Los Angeles (LA) - Long Beach Transportation Corridor?	Metro will attempt to ensure connections from eastside extension will integrate w ELA. Phase 2 is currently in planning & environmental review phase, does include plans for FLM connections that will help improve communities in the corridor between ELA & Whittier. Connections to train included.
Virtual Meeting #1	Anonymous Attendee		02/01/24	Is there a map that shows how much money is being proposed for geographic areas? That way we can see if money is being allocated equitably.	<p>Thank you for your suggestion. Currently, that type of map isn't in that plan, but the project team will take that into account for the final version. We appreciate your feedback!</p> <p>Looking at corridor through equity lens &amp; needs, Metro has standard for EFC, not per capita distribution, looking at areas of investment. Reality re available resources is there are communities without resources/opportunities/tech assistance to develop their own projects. Aware there will be gaps, trying to address them via projects/programs proposed &amp; projects that still need to be created. Investmen plan is long term &amp; living document</p>
Virtual Meeting #1	Anonymous Attendee		02/01/24	Metro should commit to transportation electrification only. There are too many risks with hydrogen.	Appreciate feedback & taking hard look at all tech. Main issue is tech is focused on not creating more harm along corridor, not increase pollutants. Also dependent upon area of corridor in which the tech is implemented (i.e. ZET)
Virtual Meeting #1	Anonymous Attendee		02/01/24	Appreciate Metro and the team sharing all this information. Thanks	
Virtual Meeting #1	Anonymous Attendee		02/01/24	Can you put the story maps link in the Q&A. It is easier to copy here	<a href="https://storymaps.arcgis.com/stories/7eb920fa318246f9b76032ddae2b5621?cover=false%22">https://storymaps.arcgis.com/stories/7eb920fa318246f9b76032ddae2b5621?cover=false%22</a>

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Virtual Meeting #1	Anonymous Attendee		02/01/24	What is the plan regarding congestion pricing? Will a toll lane be installed along the I-710?	Project concept provided to us, currently no plans to add lane or do congestion pricing. Putting it in the modal program for future evaluations, may be some concept related to congestion pricing, but regardless it has to align w goals/vision to corridor, which has not been the case yet
Virtual Meeting #1	Anonymous Attendee		02/01/24	I do not support projects that will increase police and surveillance. More surveillance does not equal safety. It creates distrust between community and government	This plan does not invest in that concept, more of an operational issue
Virtual Meeting #1	Anonymous Attendee		02/01/24	Would Metro be taking the lead on those projects or individual Cities taking the lead in implementation phase? Thanks.	Depends, most projects given to us by cities to consider & would be implemented by cities. Metro lacks land use authority & thus cannot implement. Led by local jurisdictions, Metro may not even be eligible to apply for certain funding, so will need to work in coordination w partners. Important to have right funders, sponsors, etcetera
Virtual Meeting #1	Anonymous Attendee		02/01/24	Could you please share some of the next steps to implement the projects identified in the list shared earlier in the presentation? Thanks.	Public outreach period & meetings over the next 30 days.  Come to the Board, get approval, make the assesment clear project by project. Some of them may be ready to go, some may need more work/development. Idea is to launch all projects off right away even though they all have different implementation processes
Virtual Meeting #1	Joe Linton	Streetsblog LA	02/01/24	Do any projects involve eminent domain? Would any projects demolish homes or other buildings?	Operating under Board policy of zero to minimal ROW impacts. Projects selected here would fall within this policy. Need to ensure as they're further developed that this policy is upheld. Will be entering planning & development stage, which will bring relevant communities to the table wherever this is the case. There were projects eliminated from consideration that did not fit this criteria.
<b>Virtual Meeting #2</b>					
Virtual Meeting #2	Salvation Army Participant		02/03/24	If you see potholes fixed by local cities, we can work with them and identify who can get them fixed. If we are improving a roadway, that kind of improvement, and repairing as well. This is more of a city function to fix. Metro funding does support local road fixes	If you see potholes fixed by local cities, we can work with them and identify who can get them fixed. If we are improving a roadway, that kind of improvement, and repairing as well. This is more of a city function to fix. Metro funding does support local road fixes
Virtual Meeting #2	Faraz Aquil (Virtual Participant)		02/03/24	Does Transit service include increased frequencies of buses and trains? I live in Downey and use public transportation. Buses in Rancho Los Amigos don't have good bus and train frequency services.	We have full nature of fundings, bus stops. We have them reach out about specific line and get more information
Virtual Meeting #2	Sylvia Medina (ELAC)		02/03/24	Bus issues with drunk people on buses and bus drives not saying anything. Bus routes 115 and 60	Share you contact info and we can follow up with you. Sharing information to the right department.
Virtual Meeting #2	Coral Gonzales (Salvation Army)		02/03/24	I love my buses and experience blue line and people sell to patrons. This could be dangerous. Allowing them on the Blue line to sell isn't safe.	Metro is trying to improve this conduct and Metro deploys ambassadors to address the issues and provide additional eyes and ears on the ground to notify the appropriate teams out there to get them out there
Virtual Meeting #2	Jose Santana (Virtual Participant)		02/03/24	Follow up on safety on bus lines and trains. I see a lot of people drinking beer. Funds to increase safety measures and ensure folks that ride MTA units don't drink alcohol. Safety is what bus rides look for. Funds for the ports to implement zero emissions measures, ports have a lot of money and they can use their own resources to implements measures. Other communities can use these funds instead.	Funding for zero emissions – no funding will go to port property; funds will go to port property outside of the ports. Ports will play their own role. The purpose is not to subsidize the ports. There is a transit app to report things on trip experiences.
Virtual Meeting #2	Salvation Army Participant		02/03/24	If you spend all money for projects, will there be money to keep everything up? Is there going to be funding to maintain projects or will it crumble down?	Metro might not be building it directly. It's working with city to assist and work on maintenance. We help fund improvements and agreement is local city is responsible for upkeeping any projects. We have other fundings that can help upkeep roadways, curbs, or shelters and assist with the upkeep .
<b>Virtual Meeting #3</b>					
Virtual Meeting #3	Calvin Ford (Cabrillo High School Participant)		02/05/24	Does Metro plan to add rapid bus lines?	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Virtual Meeting #3	Mark Jolles		02/05/24	I am questioning whether it is an effective use of the publics' time to read powerpoints to them for such a long period of time. This may discourage people from participating. It seems to be a one way form of communication. Who determines how much time is allocated for one way communication and two-way public comment communication?	Thank you for your important feedback. Comments are being addressed here in the Q&A chat throughout the presentation and in the chat. Community members can also participate in public comment on the virtual call and at Cabrillo High School in a few minutes. However, we will take your feedback in consideration for future planning. Much appreciated!
Virtual Meeting #3	Anonymous		02/05/24	The presentation is redundant and repetitive. I really think it is more important to take public comment than use their time to repeat the same information for an hour or more and read slides to the public. Reading slides is not an effective way to engage the public.	Thank you for your feedback. We will take it into consideration for future planning.
Virtual Meeting #3	Chris Leon		02/05/24	While high-level planning vision statements and aspirational policies are valuable, they often lack tangible plans for improvement. What specific projects and actionable steps are aimed at improving upon our environments?	There is a number of projects that we are putting forward between active transportation, arterial and other projects that are being planned by cities. Other specific projects like freeway projects need more development, but we do have a strategic plan for specific projects that are ready now in the near term. There is a blend in project funding between these ready now projects and other that need more time to be properly planned out.
Virtual Meeting #3			02/05/24	Does Metro plan to add more rapid lines to their bus system?	During the planning of the next gen bus planning, Metro planned a variety of options that identified a set of different bus improvements and the study showed that the frequency of bus stops and we can send you a report that showed the highlights of it.
Virtual Meeting #3	Chris Leon		02/05/24	In what ways other ways are we engaging the community in the decision making process, to ensure that we are heard and truly incorporated?	In addition to these meetings, we are taking question and allowing stakeholders to email, text and express their comments/questions with us through our hub. We are hosting information booths and many other places where we can be in person to engage with the public on all question they may have about the project.
Virtual Meeting #3	Frantz Joseph		02/05/24	I'll leave my question / comment here - we know that expanding freeways just means that traffic grows to fill the space. Why aren't we putting more of the available money into adding more metro trains along the A line and improving right of way for those trains?	Four or Five years ago Metro improved the A line and there is also money set aside that the community will be able to see in our presentation that will go to improving different lines of transit. Funding is reserved in the traunch of money for modal program improvements and other different areas. Funding is also being looked at that's being proposed by Metrolink to help improve the quality and safety of train transportation throughout the corridor.
Virtual Meeting #3	Frantz Joseph		02/05/24	As well as adding more bike infrastructure along the LA River (lights, signage) and adding concrete barriers, parking protected bike lanes to the streets that feed that pathway.	Metro has a plan called "LA River Bike Path" that is in the planning phase that will improve the river from Downtown all the way too Vernon and there is currently detailed planning taking place at this time.  This project has its own pathway and we are going to help just provide supplemental support/funding to help make it safer as well for stakeholders in this corridor.
Virtual Meeting #3	Nancy Meza		02/05/24	I haven't seen any update on a plan for public bathrooms alongside public transporation improvements. Is there a public bathroom plan that accompanies transit improvement plans? As a bus rider, I need more build in bathroom infrastructure in Metro planning.	We are piloting various restrooms at different facilities and we currently have them called "The Throne" at different stations across the A & C line. As we get through this pilot program we will make sure to see how that goes in the first 6 months and see how it goes from there with Board Approval
Virtual Meeting #3	Nancy Meza		02/05/24	What are Metro's plans for implementing free fares for the bus? What plans does Metro have in place to ensure keeping what little green spaces we have along the 710 corridor and ensuring no displacement of people/ no demolishing of homes. That was a huge red flag from the last 710 project that was eventually terminated.	The previous plan we had "5C" caused displacement and we are here because that is not something we will allow for as per Metro board. We believe we have projects that we can implement that do not allow for this to occur and will have mitigation measures in place to ensure the least amount of displacement to no displacement will occur. We are trying to develop these projects to ensure that the scope will ensure that will not be an issue.  Free fairs are for students PRE-K too 12th grade and we have launched the GOPass program to provide free fairs to students and also the LIFE program providing low fairs for 20 rides per month.
Virtual Meeting #3	Mark Jolles		02/05/24	Do free fares mean less operational funding and result in less service or a reduction of service or bus frequencies?	Free fares will reduce revenue and this is the struggle of all of this.  These are part of the studies we are on-going going through the Metro side of things and until those are determined we cant determine it fully. Which is why we are in a pilot situation.
Virtual Meeting #3	Mark Jolles		02/05/24	Several areas throughout the nation have removed freeways through their communities. Have the local communities in this corridor been presented with those examples?	the reconnecting the cities plan that DOT is doing to look at the different opportunities too see what potential viable options are there. We are looking comprehensively at different options but by modify the freeway we need to look at the fact that these trucks and the potential movement of goods would then affect the local roads and create impacts.
Virtual Meeting #3	Mark Jolles		02/05/24	My question was misstated. The Alameda Corridor has adequate capacity to handle the freight volume was the community provided with that alternative	The alameda capacity has some capacity too move that forward and that it is underused but it is not designed to take on all truck traffic and frankly will not be able too move it because of the connection needed too the ports
Virtual Meeting #3	Mark Jolles		02/05/24	I want to read a quote from a book on MIT "....." we need to go to higher level engineering skills to remove these roads because of its impact to other areas.	The context of this effort was rooting in discriminatory process that were taking place in these areas and we understand that this is specific. we will take into consideration all people for discussion but there is no decision being made too remove the freeway due to impacts on local roadways.

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Virtual Meeting #3	Anonymous		02/05/24	If you can provide me with the forecasted volumes on the interstates and arterials, what areas will be short of capacity, I can suggest where to move the volumes and increase overall capacity long-term and how to fund the changes. That would allow removing I-710 as an interstate and dramatically increase economic activity in the adjacent communities. My understanding is that the economic benefit is the basis of federal transportation policy.	
<b>Virtual Meeting #4</b>					
Virtual Meeting #4	Tony Torres	Resident of Downey	02/13/24	Written on comment card: "Presentation was detailed and informative and gave me a clear idea of the possible projects. I wish there was an electrified freeway lane that would charge EV while using/driving on that lane. We need light rail from Long Beach to Downey."	this was written on a comment card, so no response
Virtual Meeting #4	Mark Jolles		02/13/24	What percentage of freight on I-710 is local and what percentage is not local?	
Virtual Meeting #4	Avery Cervantes		02/13/24	Are more granular breakdowns of project costs available?	Projects listed are those received from sponsor agencies, associated w project readiness, so have more specific costs. We have scoped costs as we have received them. More detailed costs breakdown prob won't be in the plan. But can be provided upon request.
Virtual Meeting #4	Avery Cervantes		02/13/24	Also: how will Metro ensure transparency in regards to clean energy funding? How can we be sure the money will not be going toward non-solutions like carbon credits?	Commitment is to ZE tech. Looking at infrastructure, funding needs to go to that, not policy or carbon credits. Have a working group looking at ZE tech, to ID infrastructures that support ZE. Working w railroads & ports to see if they can switch to ZE tech.
Virtual Meeting #4	Amber R		02/13/24	Can you define what are auxiliary lanes? Why are these projects receiving a lot of money?	Metro looking at ramp extenders on/off freeway in only 2 locations. Only these 2 would not have property impacts. Extend time frame & distance you have to safely enter/exit freeways. For safety purposes. Goal is improving safety & performances of freeways
Virtual Meeting #4	Amber R		02/13/24	Extending "time and frame" sounds like expansion of freeways.	No widening of the freeway, which is off the table. Entirely safety focus
Virtual Meeting #4	Amber R		02/13/24	You said extenders, does that mean expansion of the freeway?	
Virtual Meeting #4	Mark Jolles		02/13/24	What analysis was done to preclude freeway removal as an option? Is that analysis available for review?	Freeway removal is not necessarily something we started w but Caltrans & Metro can review; freeways important to connect communities & goods movement. Impact of freeway removal would be major & heavy on arterials. No real Board direction to investigate removal of 710 as an option
Virtual Meeting #4	Mark Jolles		02/13/24	Was the community informed of the decision to preclude freeway removal as an option?	
Virtual Meeting #4	Mark Jolles		02/13/24	What system analysis was done? last meeting I think you stated that Supervisor Hahn specifically asked about the possibility.	
Virtual Meeting #4	Mario Dominguez		02/13/24	South Gate resident - I have left voicemails on Michael's line, but not heard back. I want to know, back in 2022 I took part in a Zoom meeting with engineer Gladys Dennis. Highlighted 2 potential projects, mini bridges. Rio Hondo being one & other connect two sides of Western & Eastern levy walls of the LA River. Bridges that go over the LA river in various South Gate communities all connect to 710. Crossing over the LA River over these roadways -- LA County has not done anything to build pedestrian bridges in South LA. All bridges are built to accommodate cars, not people. I want to speak to Ernesto Chaves regarding the I710 Corridor Bikeway Path. Would like his contact information. Is Metro interested in funding parks or development of parks? Asking re Parque Los Rios on Imperial Hwy & soil remediation.	Will find out who runs the I710 Corridor Bikeway Path & will contact him to provide him the info  Public health program also available re soil contamination. Setting up programs for it. Place they can investigate how to bring funding to address it
Virtual Meeting #4	Jamila Cervantes	CLC	02/13/24	Hi Metro team! :) Nice to see everyone. Can you remind me how community feedback (that isn't provided by the Community Leadership Committee but rather through the StoryMap/Dashboard) is going to be used? E.g., will this feedback be presented to the Task Force/Community Leadership Committee or will it be directly presented to Metro Board, etc?	Taking log of all input received & responses & identifying what the action is e.g. revision to plan? is it feasible? Will think about how to include it, will meet w CLC twice, by 2nd meeting we can provide up to date comments. Intent is to have it compiled & provide to TF & then Board
Virtual Meeting #4	Anonymous		02/13/24	Why aren't there any Class 4 bike lanes? That's the safest option. Which projects have class 4 bike lanes?	Heard protected bike lanes is much more desirable than shared lanes. Looking at opportunity to install those as part of Complete Streets programs. Projects received have been from cities. Will be under jurisdiction of local cities since Metro does not have jurisdiction over many of these. No projects delivered in the near term for these. Taking this back to ID how to do this/where/how?
Virtual Meeting #4	Anonymous		02/13/24	This is all great but is there going to be more security for the people including the disabled and seniors? As of now, with homeless and vendors there is no safety for riders, and now you're including walkers	Investment & infrastructure is what Metro handles. Would have to approach this thru the other side of Metro that handles operations, security, & safety for passengers at the system. Trying to provide safety through infrastructure & design through the CMIP
Virtual Meeting #4	Anonymous		02/13/24	How is hydrogen zero emissions?	New tech, there are concerns. Focusing on tail pipe of vehicle when referencing ZE. Bigger picture re hydrogen & how we produce electricity. Burning fossil fuels in a way that's not purely ZE. Mandates to go to tech that focuses on tail pipe emissions be ZE & work their way up the chain to production & transmission of the energy, whether its on tracks or roadways. Want to look at it holistically. Something that is still being explored. Typically follow state/federal guidance. Not committing to any hydrogen investment as part of this plan
Virtual Meeting #4	Mark Jolles		02/13/24	How does electrification of trucks address particulate pollution such as tire, pavement, and break wear?	Particulate matter comes from both tail pipe & roadway. Have heard that even if every car on 710 was ZE, there will be PM generated. Those are impacts that can't be solved w just EVs. Metro wants to figure out how to address that & will look for right patterns to find the solutions to reduce the public health impact.
Virtual Meeting #4	Carlos Benavides		02/13/24	Safety -- W LA County Commission on Disabilities, at Rancho Los Amigos -- right now concerns are that some patients/people won't even go to the bus stops. More than just a police concern. A lot of people w Americans with Disabilities Act needs or seniors won't be able to enjoy it. Referring to both personal safety & infrastructure. Look into yellow plates with bumps.	Have in the plan on transit side to invest on improving shelter/curb access safety infrastructure. Trying to ID where is the most need for ADA infrastructure (curbs, crosswalks, signals, benches) Work w cities & grant funders to invest in those key locations. Access Services also member for TF & thought partner.
Virtual Meeting #4	Mark Jolles		02/13/24	Are maps of trip volumes for various alternatives included in any studies? Is that available for public review?	Plan has linked all studies they have depended on & included. Can be found in the plan.
Virtual Meeting #4	Mark Jolles		02/13/24	What expertise does Caltrans provide to analyze the alternative of freeway removal and mitigation of the impacts? My experience is that Caltrans does not have this expertise.	
Virtual Meeting #4	Mark Jolles		02/13/24	Would the review by Caltrans be objective?	
Virtual Meeting #4	Mark Jolles		02/13/24	My understanding is that the Alameda Corridor has four times the freight capacity of the existing freeway corridors. What are the bottlenecks to utilizing that capacity? What percentage of freight on I-710 is local and what percentage is not local?	Not an infrastructure problem. How to move more cargo by train instead of truck. Shippers determine how cargo moves, truck is usually better option for them since it can be cheaper & further reaching than trains. How can they help shift this balance to trains instead of trucks. How can they be provided an incentive?
Virtual Meeting #4	Maria Teresa Contreras		02/13/24	It would be very important for there to be a security officer on each bus.	Recognize that is an issue, have heard it before & will approach Metro operations team to address. There are limitations on what can/cannot be done. Will pass this along to the right people.
<b>Virtual Meeting #5</b>					

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Virtual Meeting #5	Anonymous		03/15/24	I would like to ask Mr. Cano about the potential investment of 15 million about the project regarding the LA River bike path going to Long Beach. I use it on the weekends but sometimes you need to come back later to get past the traffic but it is not safe when it is that late and the lighting is horrible. If you go to the City of Glendale they have much better lighting for the bike paths and I would hope some of that money could be investment into improving the lighting.	We are looking at the LA River Bike Path and Metro is looking to work with partners to go into completing this project. Safety and lighting features are incredibly important. We need to work with LA County and figure out what the right answer is to the question. Thank you!
Virtual Meeting #5	Xavier Arambula		03/15/24	Are you coordinating the goals on this project with the ones Metro is doing with the First Last Mile program on the E Line Second Phase project? Will there be coordination with the Gateway Cities project as well? Thanks.	Coordination is incredibly important in this process and working with different agencies and council members of the cities we are working with regarding these projects. Those are programs we are coordinating with and we have a great relationship with GCCOG where we are working with them to ensure that our plans are connected to identify the priorities to ensure all of our work connects with no issues. We want to hear where there are potential issues from your feedback to make sure we connect all the dots.
Virtual Meeting #5	Mario Dominguez		03/15/24	Regarding the project website, I would like to see if we could see information on each project's timeline from development to implementation and where each project is to understand their status.	We have a lot of projects in the design and development and some in the development phase where we can get into construction quickly in an appropriate manner. We can provide the range of these dates across these projects and I think at the very least we can provide ranges. Based on each projects scope there are a variety of different timelines.
Virtual Meeting #5	Mario Dominguez		03/15/24	Regarding funding, when will all of that \$433 million dollars of funding kick in and how much does Metro currently have to use?	We have 243 Million currently in hand from Measure R that we have sitting from 16 years ago. Measure M is 500 million available and that 500 million is divided in 2 pots of funding. One part is available in July of 2025 and one part is available in 2031.
Virtual Meeting #5	Mario Dominguez		03/15/24	Western Levy Bike Path, Compton Blvd Bike Path and Terminal Island to Rio Bike Path are 3 projects I would like to see implemented in the list of potential projects. The LA River has been neglected for so many years and I think we need to use these funds to not waste our opportunity to implement these bike paths appropriately.	We are looking into those projects and will explore if we can implement these.
Virtual Meeting #5	Mario Dominguez		03/15/24	Also regarding art, are you open to taking on art projects? I would love to see these cities in the corridor	That's a great idea and we can work on potentially implementing your idea on this.
Virtual Meeting #5	Mario Dominguez		03/15/24	When will we see some of these projects be implemented?	As soon as possible and after the 5C project died we needed to rethink these projects and programs holistically and we needed to work on these projects before we can worry about developing them. Some projects based on their scope and magnitude will take longer than others but we are working tirelessly to ensure all of these projects get fully implemented.
Virtual Meeting #5	Xavier Arambula		03/15/24	Will this project coordinate with the LA River project that is focused more on the Northern end of the river?	We are working on all ends of this project to ensure all areas of the project are covered.
Virtual Meeting #5	Maria Teresa		03/15/24	I think I heard that they were also going to focus on housing. I think that's good. It should be noted that Los Angeles and its surroundings are suffering a lot during these times.	We are looking at housing strategically with the cities and communities that have the ROW and we have heard the need. It is all connected and we are looking at these issues to ensure that as we working on making investments in these areas that we do not cause anti displacement.
Virtual Meeting #5	Irma Lopez		03/15/24	I have a comment from some of the community members that couldn't join us and I wanted to talk about using scooters to reduce emissions. We want to use these in an electric capacity strategically in places along the I-710 to implement this.	That is an interesting point, typically you hear this need for bicycles regarding active transportation. We can work with cities on this type of mobility option with these electric scooters. We can potentially ask to partner with the cities to work on a grant to ensure that they have the capacity to add these in their cities infrastructure but in terms of general usage we need to work on the partnership with these cities to make it work properly and effectively.
Virtual Meeting #5	Elizabeth Analco		03/15/24	I wanted to talk about improving public transportation by increasing bus infrastructure and improving this around the Alameda Corridor. I saw that public transportation is available but why are you prioritizing these freeway projects over these transit opportunities when a lot of people still need to use the bus.	First and foremost, from a transit perspective to work with local partners to work on developing the proper infrastructure. We can't use the funding for operations of these buses and this funding is used for the development for projects. We are working on strategic plans for service gaps and infrastructure operation improvements. We hear you and will bring forth this issue. We would like you to share that information with us so we better understand your needs to improve the quality of the service. We are working on using 70% of our funding to improve the other areas of need in the corridor that are not tied to the freeway. We need to look at this as a holistic investment in ALL MODES not just freeways.
Virtual Meeting #5	Elizabeth Analco		03/15/24	Do you have a plan to upload the map of the arterial roadways like a Google Earth imaging of where the roads are being improved to ensure there is no demolition ?	We will have our team create that and we will ensure all our project work will not allow for any displacement and we will work with the community to develop that trust and accountability with the community to ensure that doesn't happen. We will add maps to include sensitive receptors and not conflict any important facilities. By working and hearing from the community we will ensure that we are doing right by the community
Virtual Meeting #5	Nicole Vera		03/15/24	I have suffered from asthma as long as I can remember and this plan doesn't realize the environmental impact and I am concerned about the health consequences this will bring.	A lot of your points aren't accurate with this statement. We are responding to this plan with community health at the forefront of this plan. Working with CLC and CBE and I want to ensure you understand we are providing a better health future that have suffered from these issues you stated.
Virtual Meeting #5	Anonymous		03/15/24	Installing second hand smoke and smoke detection systems. Also adding a texting number to talk with these operations to text with operations leads to ensure the safety.	In terms of code of conduct we are doing a concerted effort to ensure that there is no smoking on any busses. We will work with the board to potentially implement metros own police authority. Using the transit watch app as well will be the best way to connect with the right people in terms of operations to keep the safety and well being of the riders at the forefront. We have also implemented HVAC systems in the fleets to have these issues not arise.
Virtual Meeting #5	Mario Dominguez		03/15/24	Excellent summary by Mr. Cano of Metro's mission. Now they need to get to work and start implementing these projects we all have been dreaming about.	
<b>Dashboard Feedback</b>					
Dashboard	Connie	N/A	01/31/24	This would be an amazing project.	
Dashboard	Connie Tavarez	N/A	01/31/24	I would use it all the time.	
Dashboard	Tristen Miller	N/A	01/31/24	Please, make this happen. Metrolink to Long Beach would be a game changer. Even just to the airport,	
Dashboard	alex standke	N/A	01/31/24	I would cry tears of joy if you do this.	
Dashboard	alex standke	N/A	01/31/24	Daisy should be a continuous bike lane from Wardlow to 3rd.  All it needs is a signaled crossing at PCH, that's literally all, and it would be perfect. It has already received a lot of traffic calming and otherwise is a comfortable street for biking.  Magnolia is fast and dangerous. For a bike lane suitable for ages 8 to 80, it needs completely protected bike lanes. A single crossing would be cheaper and better	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Dashboard	Joshua Kayn	N/A	02/01/24	I am a resident of the DTLA/Boyle Heights area and work in Long Beach. I have tried taking the A line to work several times, but it's very impractical for me for that journey because it is significantly slower than the freeway, even in rush hour, and there's a significant bike ride or walk at both ends. This solution would be perfect for me to have a truly competitive transit option. I strongly support this option. I suggest marketing it as an "A line express," in the same way that more developed regional subways have parallel routes. It's important to prioritize minimizing the number of stops but ensuring there are excellent multimodal connections at the stops (for example, to the A line and east-west options).	
Dashboard	Joshua Kayn	N/A	02/01/24	I support this.	
Dashboard	Joshua Kayn	N/A	02/01/24	I strongly support the investment in the West Santa Ana Branch Transit Project	
Dashboard	Joshua Kayn	N/A	02/01/24	This seems misguided, and I do not support it. It's likely to provoke the ire of car lovers while also diverting money from the much more important project of getting more people and freight onto the railway.	
Dashboard	Joshua Kayn	N/A	02/01/24	I strongly support this. It will be immensely beneficial to have a contiguous corridor that is friendly for traveling in ways other than by car. It will be important to ensure that highway crossings are not neglected. There must be protection for pedestrians and cyclists throughout the route.	
Dashboard	Joshua Kayn	N/A	02/01/24	I strongly support these projects. These would allow me to travel to work safely in conjunction with transit. It will be critically important to enforce safety measures on this route, for example, enforcing road safety violations especially against pedestrians and cyclists.	
Dashboard	Camden	N/A	02/01/24	A Metrolink line to Long Beach would be an excellent expansion for the regional rail system, especially if it interconnected with the Antelope Valley line. This project would improve capacity and travel time to Long Beach from Downtown LA and would also be a great first step towards regional electric rail. Please fund this project and build an overhead electric rail line to Long Beach, expanding transit options for all of LA!	<p>In 2021, the Metro Board approved Motions 47 and 48 which effectively ceased further work to advance the 710 South Corridor Project EIR/EIS.</p> <p>To ensure Metro's investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. The new process was designed to undertake a holistic equity-based project examination. Our assessment process looked at induced demand for automobile trips based on their potential for VMT Increases this would occur through induced demand for car trips and all projects were evaluated based on this metric. Please see Concern 9 "Potential for VMT Increases" in the Investment Plan.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>The proposed freeway improvements are aligned with the vision, goals and principles adopted by the LB-ELA Task Force and existing Metro Board Policy. This is illustrated below in what we are considering and not considering:</p> <p>What the Investment Plan Proposes Includes:</p> <ul style="list-style-type: none"> <li>•I-710 Mainline (Safety and Operational improvements)</li> <li>•Local Interchanges/Overcrossings (MOSAIC Partial Freeway Interchanges)</li> <li>•Technology</li> </ul> <p>What the Investment Plan Does Not Include Is:</p> <ul style="list-style-type: none"> <li>•Freeway widening</li> <li>•Full freeway to freeway interchanges</li> <li>•General purpose lanes</li> <li>•Concepts with displacements</li> </ul>
Dashboard	Jackie Espinoza	N/A	02/08/24	The Carlin & Bullis street is a 3 way street. There needs to be more time added to allow students that attend Lynwood High School to walk to the end of the corner, so they don't get stuck, perhaps more than a signal upgrade.	
Dashboard	Angie Ku		02/08/24	Elm and Martin Luther King is important due to students walking by here during morning and later in the day. The lack of traffic signals makes it difficult to cross due to cars not stopping.	
Dashboard	Kurt Canfield		02/13/24	This project would be transformative for the region. Long Beach is the second largest city in Los Angeles and is linked via light rail to Downtown LA. A higher speed, higher capacity regional rail connection would allow Long Beach residents a much faster trip to Downtown LA and all of the regional connectivity available at LA Union, including eventually California High Speed Rail.	
Dashboard	Erin Hoops		02/13/24	It looks like PCH is getting torn up for this. When you put it back, please follow complete streets!	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Dashboard	Marcos		02/16/24	This project should create a stronger connection to the westside for pedestrians, and car owners (not trucks). Currently 9th street acts as a connection to the existing Shoemaker Bridge. A lot of pedestrians use this bridge even though its a freeway. This project needs to ensure the connection and safety of other users. Per the Environmental Impact Report - it's not clear if the project would include those connections.	
Dashboard	Brandon Lampert		02/17/24	I live in Downtown Long Beach and support this project. I prefer the option of exclusively using overhead catenary wire to power the trains since they have been used in rail systems around the world for over 100 years and are a mature technology. I am against using lithium batteries or hydrogen systems since they are less energy efficient, and take up more space and mass on the trains. Since the trains on this line would be in use for decades they need to use a technology that will be supported for decades. Having this line will make access to California High Speed Rail much more convenient for the people living and working near this new Metrolink line. This line needs to take less time to travel between Los Angeles Union Station and Downtown Long Beach than the Metro A line. This line also needs to have a shorter travel time than driving on the Freeway with minimal traffic between Downtown Long Beach and Los Angeles Union Station. Also, this line needs high density development at every station.	
Dashboard			02/17/24	I do not support this project using batteries. This project needs to use a catenary wire system. Producing and disposing of batteries is harmful to the environment. Batteries will also increase the weight of the trains compared to a catenary wire system which will require more energy to move the trains.	
Dashboard	Brandon Lampert		02/17/24	I live in Downtown Long Beach and some days there is a layer of soot over everything. An emissions reduction at the port would be a great improvement.	
Dashboard	Brandon Lampert		02/17/24	The merge between I-710 NB and I-405 NB is challenging at the part where traffic also merges from I-405 NB to I-710 SB. The merge between I-405 SB and I-710 SB is challenging at the part where traffic also merges from I-710 SB to I-405 SB.	
Dashboard	marcos		02/21/24	A protected bike lane with proper barriers is important to actually get people riding their bikes and feeling safe on a high capacity corridor. This project should include protected barriers	
Dashboard	marcos		02/21/24	A protected bike lane with proper barrier is important to actually get people riding their bikes and feeling safe on a high capacity corridor. This project should include protected barriers	
Dashboard	marcos		02/21/24	Ensuring this bridge is wide, well lit and maintained is important to get people to use it.	
Dashboard	Anonymous		02/21/24	Needs more landscape and bike rackes next to willow springs park	
Dashboard	Anonymous		02/21/24	More landscape is needed	
Dashboard	Anonymous		02/21/24	Protected bike lanes are important and critical to this project	
Dashboard	Anonymous		02/21/24		
Dashboard	Anonymous		02/21/24	This needs to happen sooner !	
<b>Small Group Meeting</b>					
Freight Industry Small Group Meeting	Sharon Weissman	POLB	02/13/24	There is a Port of Los Angeles project included under initial planning. Please provide clarification on modal programs. le ZET Lane, Congestion pricing.	This is where projects are parked. They need to be further analyzed. Port projects if they are built they will be funded by the ports. This is a multipurpose space. We pulled not popular Tier 1 projects here. Some of these will not be funded/supported by Metro. FRATIS--Should be ICM. Modal Program-goods movement focused discussion group-discuss which projects should move forward. A couple of years from now-we will let board know that stakeholders support certain projects. Our focus is on initial projects.
Freight Industry Small Group Meeting	Sharon Weissman	POLB		Of the projects in 5C, not including widening an major freeway to freeway interchange, what projects are NOT included for initial investment?	2 partials-we hope they wont have ROW impacts. All will be included in initial investment. They all need to be reviewed - alternatives analysis will let us know which ones move to environmental. CEQA/NEPA will be required.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		Freight Rail - please change to Zero-Emission. We are working with Air Quality Management District. Long Beach is working on battery electric, fuel cell. Freight Rail study-we will be involved. What is your strategy for next steps on the mainline projects on the list?	Funding for Alternatives Analysis and Environmental Review; funding for implementation for projects that rise to the top from alternative analysis.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		Alternative Analysis connotes redoing the study.	CT want PAED. Allows us to do engagement work to get buy in to move this forward. More of a loose term - Feasibility analysis.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		That would be funding for all mainline projects?	concurrent advancement of modes.

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		Have you identified what you will seek for Mega? I mean pre-construction. Mega is coming up soon. You'll consider Mega, TCEP. You'll have challenge of analyzing these as a whole. Environmental Protection Agency would be required to do this.	Board policy actions required. TCEP is also coming up. Commitment to NEPA/CEQA. The aux lanes will be connected to an interchange. This is a pipeline. We will fund projects through this plan. Priority INFRA, etc.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		What is West Santa Ana Branch bikeway? We are doing real estate with UP and Metro. We have approved Memorandum of Understanding to negotiate with you. Wouldn't your non motorized planners know about this? ATP Team. We could be killing that project.	<p>Follow up from M. Cano via 2/16 email: Kerry: Some background and an update:</p> <p>Background:</p> <p>The City of Paramount has prioritized this project. It rated highly in the CMIP because it would close the existing gap between the LA River bike path and the San Gabriel River bike path via its connection to the Bellflower Southeast Gateway LRT bike path constructed in 2009 and the adjacent Phase 1 of the Paramount segment of the Southeast Gateway LRT bike path, constructed in 2013.</p> <p>Update:</p> <p>While the main pathway for this proposed bike path is not on UPRR ROW, a proposed path would cross the spur line tracks with a protected crossing. We understand that UPRR has not agreed to this protected crossing and is in ongoing discussions with the City of Paramount. We also understand that if an at-grade crossing is not going to work, then a grade-separated path would be pursued if funding was available.</p> <p>We can make sure the CMIP reflects that these discussions are ongoing and that we recommend initial funding, with an amount contingent on UP and POLA/POLB approval of an at-grade crossing. CMIP funding would then cover the funding shortfall to move the project to implementation.</p> <p>If no at-grade crossing agreement can be reached, the CMIP would provide this funding toward the added cost of constructing the bike/ped overcrossing of the rail tracks, with the City of Paramount responsible for obtaining the balance of the funds, with support from Metro to secure grants, etc.</p> <p>This approach would ensure the CMIP funding goes to an approved concept, allowing UPRR, POLA/POLB, and the City of Paramount to negotiate a resolution. We will not fully fund a grade-separated bike/ped pathway, as we need to leverage CMIP funds for a project of that expense.</p> <p>I hope this is helpful — we didn't have the correct information previously. I am happy to discuss next week — I hope you enjoy your weekend.</p>
Freight Industry Small Group Meeting	Teresa Dao-Ngo	POLB		I appreciate the comprehensiveness of the document. P 247. Modal programs-parking lot. But there is funding for modal programs. But for freeway projects - congestion pricing. Why is there \$49M there and not with initial investment projects.	<p>Modal Program - Tier 1 project not selected. To see if it will be implemented. Tier 2 projects-need to be re-examined. New projects-a place to evaluate. Then Planning Projects. Technical Assistance/Equity Pots of funds. There is a cash flow consideration. There's only so much funding needed for AA/Environ. When you get to implementation, we cant touch them until 2026, 2032 when additional measure funding available.</p> <p>\$49 m for modal program funding can be used for initial investment projects.</p>
Freight Industry Small Group Meeting	Sharon Weissman	POLB		Inconsistent re Blue Line and A Line. We need to fine you anytime Blue Line. Remove "all"	
Freight Industry Small Group Meeting	Sharon Weissman	POLB		Port of Long Beach - Metro will support. What does this mean?	Letter. POLA outside gateway cities boundary. We want to use this plan to show state/federal folks. Metro is all in. Ports can leverage the plan. Metro can provide Letter of support. ZE , modal shift and rail strategy - we would like to support. There is need in the corridor beyond what this plan can fund. \$17b topline number. If there are other projects - ports, rail, ac- projects with funding need to expand topline number. This the time to do this. We are not doing a metro silo. All projects as a need.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		Caltrans coordination?	Interested in community engagement like Florence project. They are worried they wont get support from Sacramento. CT and Metro have been working on this. Who's the staff lead going forward? Metro has trimmed down its freeway program. Our CEO would like to see CT take more ownership on this as owner of the facility.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		Freight TDM-I am working LA28-I told them that freight TDM is not viable. It's a long term aspiration?	Freight strategy is where we can do this. Efficient movement goods. How to use capacity we have. TDM would be part of that scope. Yes-long term. We will mention it.
Freight Industry Small Group Meeting	Jermaine Hampton	LAEDC		glad to see modernization on GM ecosystem, as well as other GME components. Glad to see this move forward. We are doing a deep dive-done with study at end of the month. Our sr. economist will do a presentation.	
Freight Industry Small Group Meeting	Jermaine Hampton	LAEDC		I'm glad we're here to discuss projects. We're watching this evolve. No specific comments relative to the proposal. Appreciate the convening of a small group. Michael I appreciate the efforts and Leadership. Sharon, Theresa thank you for being proactive. We are supporting our industry. We'll see where the chips fall.	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Freight Industry Small Group Meeting	Sue Dexter	METRANS		My sphere is clean goods movement. I'm glad many of the things we've discussed is in here. Infrastructure and placement of facilities, hydrogen -under 004, tied to 23. I'm interested to see how this will evolve. I would like to know more details. I have skimmed the report at best. It is very well put together. Easy to read. Easy to consume the content. This is very important for the wide range of audience. Its not written by viewpoint of people in this specific field.	ZET WG is where we will advance ZE Technologies discussion will continue.
Freight Industry Small Group Meeting	Louie Diaz	International Brotherhood of Teamsters, Local Union 848		Appreciates effort. Proud to be part of it. Wants to make sure this is a positive document for all communities throughout the region. I am elated. What you have put forth here. Looks like in March it will come through. It doesn't fall short of all goals we are trying to achieve. All the hours, the technical team, thank you for your leadership Michael. It couldn't have been done without you.	Letters of support will be appreciated. Committee on the 20th.
Freight Industry Small Group Meeting	Sharon Weissman	POLB		Is there anyone here that they can't vote yes. Can you be there on March 11?	
Freight Industry Small Group Meeting	Sharon Weissman	POLB		Is there a plan to redo the 405/710 connector? Plans to improve it?	We aren't there yet. This is an area where we need CT at the table. Boundaries we are hitting = we may have good ideas, but CT needs to support them. There's room for it, but not right now. It is still on the table. We have funding reserved - approaches, studies, something we all want to get behind it-we need to identify priority=advancing progress of the corridor. With CT we need to talk about the system. One of these is high priority ATRI.
Freight Industry Small Group Meeting	Matt Schrap	Harbor Trucking Association		Nationally speaking we have 60 at the 57 = top 10. Interestingly 710 didn't make it.	
Freight Industry Small Group Meeting	Chris Chavez	Coalition for Clean Air		Thank you Robert, Micheal, Avital and the Metro team for getting us to where we are at today. Thank you for meeting with us regarding public safety. That existing infrastructure is safe. I am glad to see how far we've come in making sure that funding will go to the mission of the plan, how we will improve existing infrastructure, modernizing onramps, making sure funding was there. I will be there on March 11th - I am putting this on members table. We have many members. We are inclined to support it. (Join us February 27)	Robert-if you need someone at a meeting. An overview presentation. We are available.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		Freight Electrification Project funding clarification. Hydrogen bus clarification.	Metro is more focused on if there is information needed on the implementation of hydrogen. There is a lot of fear mongering right now.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		You won't have Task Force in everything moving forward. You don't have to dance around semantics. You can dive in with Air Quality Management District project. CRISI grant-fuel cell locomotive. Hydrogen fuel cell on mainline locomotive - it will be a while. That will be the way to go when Tier IV locomotives lose their life.	We want to keep the door open. You are figuring things out. We don't want to predetermine anything.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		Reprogramming of STP/TMAC. Did you submit any projects.	Not sure. Will need to check with Staff.
Freight Industry Small Group Meeting	Kerry Cartwright	POLA		Timeline-clean truck. What's implementation timeline? I can help uplift this work.	We are working on it now. Board approved a while ago. We are also working on infrastructure LACI project. Currently in the works. We will add you to the ZET WG. There will be a dashboard with updates on projects.
Freight Industry Small Group Meeting	Jermaine Hampton	LAEDC		Jermaine Hampton Great work all truly appreciate the collaboration! like 2	
<b>Email</b>					

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Isaac Katz		01/31/24	<p>Dear Metro,</p> <p>I'm writing with concern about the Long Beach East LA corridor plans. As a Long Beach resident who commutes north along the corridor most weekdays, improving transportation in this region is critical to me. Because of the limited and slow public transit options, I am generally forced to drive traffic-choked streets and highways. This is bad for the environment, a frustratingly slow experience, and dangerous to boot (because car transportation is always dangerous).</p> <p>However, it appears Metro isn't acting with the proper urgency to improve transportation in the corridor. The Mobility Investment Plan appears to be crawling along with Task Forces and Working Groups and various other slowdowns. If Metro insists on continuing to spend years and years talking about what could happen, instead of just building public transit right away, it will lead to uncountable amounts of extra carbon emissions, unthinkable numbers of wasted hours in traffic, and unconscionable numbers of deaths from traffic violence.</p> <p>Stop talking. Start building.</p> <p>I hope to be able to regularly commute to work via public transit before too long. At Metro's current pace, I'm not optimistic.</p> <p>Thank you, Isaac Katz</p>	
Email	Philip Pongvarin		02/02/24	<p>Just voicing my opinion regarding the 710 Freeway project.</p> <p>As a resident of the City of Long Beach. I've been following the 710 freeway widening option and am for it.</p> <p>If Metro can introduce these auxiliary lanes on 710 similar to those on 405 freeway between Long Beach Blvd and Bellflower Blvd., I imagine that being beneficial to lessening traffic. Personally, it would also reduce the stress of merging into freeway speed right after entering from most of these short onramps.</p> <p>I'd also say the less amount of time cars are stuck idling in bumper to bumper traffic, the less pollution overall.</p>	<p>Thank you for your note! Yes we agree and appreciate your support.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>Multimodal Improve freeway overcrossings so that they provide multimodal benefits and "reconnect LB-ELA Corridor communities" separated by the freeway and river – safer pedestrian/bicycle crossings, improved reliability and effectiveness of bus/transit, improved arterial traffic flow to reduce accidents and pedestrian/bicycle conflicts</p> <p>Operational Safety-focused auxiliary lanes that provide transition zones for cars and trucks to more safely merge on and off the freeway at locations with greater numbers of accidents than a simple ramp design can address: Safety for residents/users at local access points</p> <p>Safety Provide safer conditions for all users of the freeway and local interchanges, especially community members accessing the freeway. Reduced conflicts for cars and trucks getting on and off the freeway: improved on and off ramps, transition zones, turn radius, traffic signal controls.</p> <p>Access Greater access to bus service, pedestrian/bicycle paths, and personal mobility leading to greater access to communities, education, healthcare, and other economic opportunities. Safer local access to the freeway system.</p>
Email	Joe Linton		02/02/24	Please send me a link to yesterday's 710 corridor presentation. Thanks.	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Joe Linton		02/02/24	<p>To whom it may concern -Thank you to Metro for listening to the community and backing off of many of the worst harms in earlier</p>	<p>The proposed freeway improvements are aligned with the vision, goals and principles adopted by the LB-ELA Task Force and existing Metro Board Policy. This is illustrated below in what we are considering and not considering:</p> <p>What We Are Considering Include:</p> <ul style="list-style-type: none"> <li>•I-710 Mainline (Safety and Operational improvements)</li> <li>•Local Interchanges/Overcrossings and partial Freeway Interchanges</li> <li>•Technology</li> </ul> <p>What We Are NOT Considering</p> <ul style="list-style-type: none"> <li>•Freeway widening</li> <li>•Full freeway to freeway interchanges</li> <li>•General purpose lanes</li> <li>•Concepts with major displacements</li> </ul>
Email	Faraz Aqi		02/03/24	<p>Hello again LA Metro, this is Faraz. I'm the person that asked the question regarding the frequency issue along the corridor, parti</p>	<p>Thank you for your comment. We have directed your inquiry to the appropriate department</p>
Email	John Delshadi		02/08/24	<p>Respectfully, the community is begging Metro to scrap plans to widen, add lanes to and continue investment into the 710 Freeway project. This money should be diverted to transit options in the area.</p> <p>Metro's own analysis put the areas around the 710 as communities already impacted disproportionately by freeways. Continuing to invest in car centric projects reinforces these inequities.</p> <p>The latest plans revealed by Metro are little improvement. Please, we urge you to think about options that put people and our environment first.</p> <p>Thank you,</p> <p>John Delshadi 949-636-4569</p>	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Stephen Krusel		02/08/24		<p>Thank you for your note. We appreciate your comments on the Investment Plan and your support for the A-line First/Last Mile improvements.</p> <p>You make the point that auxiliary lanes are argued to be ineffective. Upon approval of the Plan by the Metro Board, you will have an opportunity to make your case when the MOSAIC Program package of twelve potential freeway improvements is evaluated. Other issues like sightlines, pedestrian/cyclist crossings, and traffic flow will also be addressed at that time.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>Multimodal: Improve freeway overcrossings so that they provide multimodal benefits and "reconnect LB-ELA Corridor communities" separated by the freeway and river – safer pedestrian/bicycle crossings, improved reliability and effectiveness of bus/transit, improved arterial traffic flow to reduce accidents and pedestrian/bicycle conflicts</p> <p>Operational: Safety-focused auxiliary lanes that provide transition zones for cars and trucks to more safely merge on and off the freeway at locations with greater numbers of accidents than a simple ramp design can address: Safety for residents/users at local access points</p> <p>Safety: Provide safer conditions for all users of the freeway and local interchanges, especially community members accessing the freeway. Reduced conflicts for cars and trucks getting on and off the freeway: improved on and off ramps, transition zones, turn radius, traffic signal controls.</p> <p>Greater access to bus service, pedestrian/bicycle paths, and personal mobility leading to greater access to communities, education, healthcare, and other economic opportunities. Safer local access to the freeway system.</p> <p>We also appreciate your suggestions on opportunities for improvement with regard to transit. We agree providing better transit options could encourage more people to opt for alternatives like the A-Line instead of driving on I-710. You note that there is a lack of transit improvements on the east side of the study area. Your suggestions include implementing BRT or limited stop lines to connect the southeastern area to existing light rail and Metrolink stations.</p> <p>The Draft CMIP proposes 4 bus priority lane corridors:</p> <p>Atlantic Blvd, Florence Blvd, Long Beach Blvd, Slauson Ave (Draft CMIP)</p> <p>Metro proposes a greater commitment to transit by adding 4 more bus priority lane corridors from the modal program to the 4 identified in the Draft CMIP initial investment to create a bundle for evaluation, development and implementation: Whittier Blvd, Olympic Blvd, Gage Ave, and Firestone Blvd (Modal Programs)</p> <p>Shift money from the modal program to the initial investments in transit.  \$125M (to be leveraged to \$625M) to Transit projects:  Draft CMIP: \$29M in initial investments; \$96M in modal programs  Proposal: \$57M in initial investments; \$68M in modal programs</p> <p>This proposal is responsive to the request to provide a more complete and transformative investment in transit in the LB-ELA Corridor.</p>
Email	Justin J.		02/13/24	<p>Hello, My name is Steve Krusel and I wanted to give some feedback on the Long Beach-East Los Angeles Corridor Mobility Investment Plan. I would like to see the following changes:</p> <p>Widen the freeways! The ports handle billions in goods and create thousands of jobs. Build more infrastructure and get products moving. This reduces costs for millions of Americans. Car, rail, everything. Cars will be mostly EV soon.</p> <p>Offer a premium over market rate to buy homes and businesses in the way. It is not cute that someone can create millions in economic losses and job losses because they refuse to move down the street.</p> <p>Make new lanes CONGESTION PRICED. Dynamically charge for access to the lane based on volume. So the lane is always full but still averages 55mph 24/7</p> <p>WIN-WIN. More lanes for cars (because everyone wants to drive) and revenue for transit</p> <p>Thanks I know you cant please everyone ☹</p>	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Mario Anderson		02/13/24	<p>To Whom It May Concern,</p> <p>I heard about these improvements and my feedback is that it is a great draft. I approve of projects to improve bike connectivity through Long Beach. I lived in and frequent these communities for recreation and family. My comments are as follows:</p> <p>Positive:  The Gateway Cities need secured bike parking and this plan includes it.  Atlantic, Alondra and Slauson would be a great bike boulevard for the entire region.  Reducing emissions by relying on more freight rail will reduce idling pollution and help truckers at the port.  Including bus frequency and A line first/last mile is a game changer that will help thousands of transit users.  These bus stop improvements, bus lanes and bike lanes along major corridors will link up well with the new SE Gateway Line.  Trolleybuses can also be considered for emissions reduction in transit.  Beautification and river path improvements will help people feel safer and consider active transport.</p> <p>Area for improvements:  Transit improvements are still missing a pivotal part: Artesia Station needs to be connected to Gateway Towne Center (shopping area next door) by existing walking and bus infrastructure. As of now Artesia is a great transit hub that is a one mile walk or a hard bike over a bridge from useful destinations. Artesia station has an accessible second exit fenced off that Metro has been considering opening again in previous projects over the years. Please include this in the mobility plan. Compton wants to, but more stakeholders pushing can make this station a regional hub and solve massive first/last mile struggles in Compton.  Rail electrification from the port should be with catenary lines as the tech is older and more reliable (e.g. the A line). Batteries are more a short term solution.  Thank you for your time and I hope these projects can proceed.</p> <p>Sincerely,  Mario "MJ" Anderson  UCLA   Class of 2020</p>	<p>Thank you for your comments and wonderful suggestions. They will be added to the Modal Programs through the Working Groups established once the Investment Plan is adopted by the Task Force and Metro Board. For more information, see Chapter 9 that describes more details about the structure of the Working Groups for the Modal Programs.</p>
	Mark Jolles		02/13/24	<p>Hi Michael,</p> <p>I commented at a recent 710 corridor meeting that it appears that the local community's wishes are inconsistent with maintaining I-710 as a freeway. I posted a comment and requested data to analyze how the trips could be reassigned to mitigate the removal of the I-710 as an interstate.</p> <p>Historical analysis suggests that removing an urban interstate has more economic benefit than keeping it. I inquired why the local community was not provided the option to remove I-710 to be analyzed like other alternatives. What analysis was performed to that end?</p> <p>My email was provided and I requested a list of study area trip volumes and forecasts necessary to do an analysis. So far there has not been a response. The posted request follows:</p> <p>*Gateway Comments If you can provide me with the forecasted volumes on the interstates and arterials, what areas will be short of capacity, I can suggest where to move the volumes and increase overall capacity long-term and how to fund the changes. That would allow removing I-710 as an interstate and dramatically increase economic activity in the adjacent communities. My understanding is that long term economic cost/benefit analysis is a basis of federal transportation support.*</p> <p>Thank you for the opportunity to comment at the meeting. I am looking forward to receiving the forecasted volumes for the involved corridors.</p> <p>Mark Jolles  310-242-0660  markjolles@gmail.com</p>	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Allen Natian	San Pedro Resident	02/24/24	<p>Hello Metro,</p> <p>I am a resident of Los Angeles city living in San Pedro and I frequent the 710 corridor a lot, mostly using the freeway.</p> <p>I am very glad that this project is progressing forward. However, I would like to caution anything that widens or "improves" freeways;</p> <p>We live in a time where we are reckoning with our past that prioritized car travel more than anything else. It has destroyed neighborhoods, worsened air quality, and contributed to global warming. We are well aware of the phenomenon known as Induced Demand and how freeway widening worsens traffic. We are also well aware that if alternative modes of transportation or available, we will take them; I would surmise that the majority of travel here is done by car not by choice but by necessity due to the built environment that we inherited.</p> <p>Therefore, I urge Metro, the board of directors, and any other stakeholders to think of the future and think twice whenever a project will induce car demand. These projects include, but are not limited to "auxiliary" lanes, and any sort of freeway widening. Those should not be initiated due to the aforementioned reasons. We should prioritize better modes of transportation, such as a bus rapid transit (BRT) line between Long Beach and East LA. We should also expand our protected bike lanes so people have a choice on how to get around.</p> <p>Let's build a cleaner, sustainable, and healthier future.</p> <p>-Allen Natian</p> <p>Resident of San Pedro</p>	<p>Dear Mr. Natian, thank you for your note and your concerns about the Investment Plan and induced demand.</p> <p>In 2021, the Metro Board approved Motions 47 and 48 which effectively ceased further work to advance the 710 South Corridor Project EIR/EIS.</p> <p>To ensure Metro's investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. The new process was designed to undertake a holistic equity-based project examination. Our assessment process looked at induced demand for automobile trips based on their potential for VMT increases this would occur through induced demand for car trips and all projects were evaluated based on this metric. Please see Concern 9 "Potential for VMT Increases" in the Investment Plan.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>Multimodal Improve freeway overcrossings so that they provide multimodal benefits and "reconnect LB-ELA Corridor communities" separated by the freeway and river – safer pedestrian/bicycle crossings, improved reliability and effectiveness of bus/transit, improved arterial traffic flow to reduce accidents and pedestrian/bicycle conflicts</p> <p>Operational Safety-focused auxiliary lanes that provide transition zones for cars and trucks to more safely merge on and off the freeway at locations with greater numbers of accidents than a simple ramp design can address: Safety for residents/users at local access points</p> <p>Safety Provide safer conditions for all users of the freeway and local interchanges, especially community members accessing the freeway. Reduced conflicts for cars and trucks getting on and off the freeway: improved on and off ramps, transition zones, turn radius, traffic signal controls.</p> <p>Access Greater access to bus service, pedestrian/bicycle paths, and personal mobility leading to greater access to communities, education, healthcare, and other economic opportunities. Safer local access to the freeway system.</p>
Email	Allen Natian	San Pedro Resident	02/24/24	<p><a href="#">I would like to add on some specific examples I am concerned with:</a></p> <p><a href="#">Mislabeling Intersection Improvement with "interchange improvements" that can make it more dangerous for pedestrians and cyclists who cross ramps Breaking up a project to avoid federal scrutiny (Past Example) Using "auxiliary" lanes as a loophole to widen freeways.</a></p> <p><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&amp;d=DwICAw&amp;c=euGZstcaTDilivimEN8b7jXrwqOf-v5A_CdpqnVfiiMM&amp;r=BlOE9-CsKSBQvHkccfao24sQ3ecsmn9VwCHWvFlp25pZpTGfV9oUEbHtoZSgj6D&amp;m=IBwb_sx2BG81ydVTWsl-W8iuml-noWX9ZAfpxPmq2lL178epzELBF_RYIQ1DAN0&amp;s=Xz5rYih5T8VoBK4tdWa3bfcVu0JW5Q55WY_RorQv0E&amp;e=">Source: 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&amp;d=DwICAw&amp;c=euGZstcaTDilivimEN8b7jXrwqOf-v5A_CdpqnVfiiMM&amp;r=BlOE9-CsKSBQvHkccfao24sQ3ecsmn9VwCHWvFlp25pZpTGfV9oUEbHtoZSgj6D&amp;m=IBwb_sx2BG81ydVTWsl-W8iuml-noWX9ZAfpxPmq2lL178epzELBF_RYIQ1DAN0&amp;s=Xz5rYih5T8VoBK4tdWa3bfcVu0JW5Q55WY_RorQv0E&amp;e=</a></p>	<p>The I-710 interchange projects are renamed MOSAIC projects as that is what their design concepts include: Multimodal Operations, Safety and Access Improvements for Communities. The interchanges and associated arterial crossings of the freeway will include safe pathways for pedestrians and bicycles as well as vehicles.</p> <p>The next step in the MOSAIC interchange process is to conduct an Alternatives Analysis study that will assess the benefits, costs and impacts of each proposed interchange and auxiliary lane to prioritize them for environmental analysis in the next phase of their development. The Alternatives Analysis Study will also include an assessment of independent utility and segmentation under both CEQA and NEPA, to confirm that these are individual projects that can be implemented.</p>

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Marcel Sereboff		02/24/24	<p>To whom it may concern,</p> <p>I understand that Metro recently ran into a surplus of funds which can be used to assist mobility between Long Beach and East Los Angeles. As a Long Beach resident, I would like to share my perspective.</p> <p>Roughly a third of the funding noted the draft CMIP is going to freeway related projects. Time and time again it has been proven conclusively that freeway enhancements do not increase mobility. It stands to reason then that if the goal is to enhance mobility, this number should be as close as possible to zero.</p> <p>On the topic of freeways, the 710 and LA River are extraordinarily unpleasant and dangerous places to cross and navigate if a person is outside of a motor vehicle. This should be rectified to enable the people of West Long Beach and the various port communities access to Downtown Long Beach via active transportation such as walking and cycling.</p> <p>To best enhance mobility along this corridor, it would be ideal to prioritize bus lanes along Atlantic and Long Beach Boulevards. This would allow more space for the numerous public bus options along those streets. Additionally, rail enhancements should be studied. The A Line is one of the most successful and heavily traveled light rail lines in the country. On the basis of demand alone, it behooves Metro to investigate more rail options along this corridor. The natural next step is to bring Metrolink service to Long Beach. A fast and comfortable heavy rail option to Union Station would be a game changer for the community.</p> <p>Marcel Sereboff 90815</p>	<p>Thanks for your comment. The majority of the funding in the investment plan will support projects similar to what you mentioned, including bus priority on Atlantic and Long Beach Blvds. Much of the freeway investment will be used to address critical safety issues, facilitate zero emission technology, and support multimodal connections. The Alternatives Analysis study of these projects, which is the first step towards their potential implementation will address the issue of project segmentation from the CEQA and NEPA perspective. These projects are believed to have independent utility.</p>
Email	Kyle Jenkins	LA Resident	02/24/24	<p>Please do not widen the 710 freeway or add any lanes. It goes completely against all the stated goals of improving air quality and quality of life. Metro needs to put its money where its mouth is. No new freeway capacity or road widening in LA!</p>	<p>In 2021, the Metro Board approved Motions 47 and 48 which effectively ceased further work to advance the 710 South Corridor Project EIR/EIS.</p> <p>To ensure Metro's investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. The new process was designed to undertake a holistic equity-based project examination. Our assessment process looked at induced demand for automobile trips based on their potential for VMT increases this would occur through induced demand for car trips and all projects were evaluated based on this metric. Please see Concern 9 "Potential for VMT Increases" in the Investment Plan.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>The proposed freeway improvements are aligned with the vision, goals and principles adopted by the LB-ELA Task Force and existing Metro Board Policy. This is illustrated below in what we are considering and not considering:</p> <p>What the Investment Plan Proposes Includes:</p> <ul style="list-style-type: none"> <li>•I-710 Mainline (Safety and Operational improvements)</li> <li>•Local Interchanges/Overcrossings (MOSAIC)</li> </ul> <p>Partial Freeway Interchanges</p> <ul style="list-style-type: none"> <li>•Technology</li> </ul> <p>What the Investment Plan Does Not Include Is:</p> <ul style="list-style-type: none"> <li>•Freeway widening</li> <li>•Full freeway to freeway interchanges</li> <li>•General purpose lanes</li> <li>•Concepts with displacements</li> </ul>
Email	Sara Carafino		02/27/24	<p>It would be wonderful tshe each station have historical facts and pictures fir each city metro train stop. Last stop should show envision future of rail roads. Plus have local school children of different age groups contribute artwork of their local communities. Or an essay contest with picture of child showing what they wrote. The future generation needs to share the vision going forward. Us old timers remember when their were the Red cars. I personally, was there when the Blue line open, Gold line and others. I am a transplant New Yorker City girl. I marveled how efficient city living and convenience to get around. We also need roving robocops on platforms. With City budget cuts for metro train police force limited; the robo roving cop will offer a sense of commuter security for both metro employees and traveling train passengers. Finally, provide visual TV or computerized walls highlighting places of interest for ppl to learn and see. Generate income by having community businesses advertise the city they are in LA county traveling MTA metrorail (Simular like Las Vegas Airport terminal and people mover areas). Keep up the great work.</p>	

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Email	Sara Carafino		02/27/24	No displacement of homes. Build upper ground stations similar to Compton and Firestone Stations Do both Environmental studies and retrofitting as we are an Earthquake state. Or as us from east coast say, " California shake,rattle and roll". It's similar to riding the NYC subway A train express. It shakes, rattles and rolls on sharp turns, 55 mph travel going up and down the miles of tracks connecting to different boroughs like the Bronx, Queens, Brooklyn, Manhattan ( Exception is borough of Staten Island. One takes the ferry or Bridge from Manhattan to the island. Toll road fee applies using bridges in 5 boroughs. They are also implementing NYC congestion fee traveling in the city from 60th Street to 14th Street( I think ). It goes into effect this year. Los Angeles does not have this concept yet. Sorry if I went off subject. Just build more trains to connect more cities and into other counties. Metrolink is great. Wish we could build upward MTA rail using center freeway divider or FastTrack lane. Need to get drivers to use mass transportation and diminish freeway congestion. Too many ppl reside in our great state, the largest with a very diverse population and growing.	
Email	Corey Bennett	Wrigley Heights Resident	03/01/24	OK: you've made a tiny start by occasionally enforcing fare payment on the A/blue line and putting security on one or two station platforms and the occasional bus. How about some more? It is still often disgusting and frequently scary to ride Metro trains and buses: I often drive when I could use public transportation for that exact reason. In an ideal world, I'd have given up driving a decade ago. I suggest that security, safety, cleanliness, and convenience be the primary design considerations in each and every proposed project as well as ease of access and safe use by elderly, disabled, and often defenseless persons. Thank you, Corey Bennett Wrigley Heights	
Email	Kyle Jenkins	LA Resident	03/04/24	Thanks for the reply. I would call new auxiliary lanes new freeway capacity, and interchange improvements sound like they will include street widening. So my comment is - Please do not add any freeway capacity or add any lanes to interchanges, surface streets, or the freeway itself.	<p>In 2021, the Metro Board approved Motions 47 and 48 which effectively ceased further work to advance the 710 South Corridor Project EIR/EIS.</p> <p>To ensure Metro's investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. The new process was designed to undertake a holistic equity-based project examination. Our assessment process looked at induced demand for automobile trips based on their potential for VMT increases this would occur through induced demand for car trips and all projects were evaluated based on this metric. Please see Concern 9 "Potential for VMT Increases" in the Investment Plan.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>The proposed freeway improvements are aligned with the vision, goals and principles adopted by the LB-ELA Task Force and existing Metro Board Policy. This is illustrated below in what we are considering and not considering:</p> <p>What the Investment Plan Proposes Includes:</p> <ul style="list-style-type: none"> <li>•I-710 Mainline (Safety and Operational improvements)</li> <li>•Local Interchanges/Overcrossings (MOSAIC)</li> </ul> <p>Partial Freeway Interchanges</p> <ul style="list-style-type: none"> <li>•Technology</li> </ul> <p>What the Investment Plan Does Not Include Is:</p> <ul style="list-style-type: none"> <li>•Freeway widening</li> <li>•Full freeway to freeway interchanges</li> <li>•General purpose lanes</li> <li>•Concepts with displacements</li> </ul>

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
	Sylvia Betancourt	LBACA	03/07/24	<p>From: Sylvia Betancourt &lt;SBetancourt@memorialcare.org&gt;  Sent: Thursday, March 7, 2024 12:57 PM  To: Cano, Michael &lt;canom@metro.net&gt;  Cc: Ambrosini, Susan &lt;susan.ambrosini@aecom.com&gt;; Susan DeSantis &lt;SDeSantis@ArellanoAssociates.com&gt;; Cohen, Aryeh &lt;aryeh.cohen@aecom.com&gt;; Nora Casillas &lt;NCasillas@arellanoassociates.com&gt;; Calix, Robert (Consultant) &lt;CalixR@metro.net&gt;  Subject: RE: For your review: Air Quality and Health -- Community Program development</p> <p>Dear Michael,</p> <p>Thank you for reaching out about this opportunity to discuss Community Program development. I do appreciate that you're accommodating my capacity to participate. As I consider the proposed process for Community Program development and Working Groups, I still have outstanding questions. I want to be sure this meets the goals we set out at the beginning of this process a few years ago now. In fact, as far back as I recall from our first meetings to re-engage this process I've been patiently trusting in the promise to deliver meaningful community benefits and investment in 710 corridor communities, particularly addressing health. As we come to this phase where we make tangible and lasting decisions about where investments are made, I'm needing more clarity before moving forward.</p> <p>Relatedly, our CEHAJ partners and I also received a request to partner in implementing the proposed investment plan, but haven't received response to the questions we've raised. Can you please answer these questions to help me (and CEHAJ partners) determine if this opportunity is a good fit for CEHAJ?</p> <p>Questions previously sent:</p> <ol style="list-style-type: none"> <li>1.Implementation- During the task force meeting, Metro staff discussed a working group for community programs. Still, it is unclear whether each project category (such as freeways, arterial roadways, etc.) or area of investment (such as air quality, mobility, prosperity, etc.) will have its working group. If they do, how will participants be selected for each working group? Also, the same question applies to the working groups for community programs discussed on slide 49. Can you provide more information on who Metro will invite to participate in each category?</li> <li>2.The full scope of the projects is not yet known. We are currently unsure of the full scope of projects that Metro will include in the final investment plan. It also needs to be made clear which programs will require a working group to help with implementation. Based on the presentations we have received, many of the projects, including those outside of the Community Programs, still need to be fully developed. As we understand it, the CMIP is a conceptual guidance document that Metro will present to the Board for approval. Could you please clarify your reference to "transportation projects and community programs" that will require Metro to work with stakeholders such as CEHAJ to implement these? This suggests that some transportation projects and community programs have already been predetermined to remain in the investment plan. Can you confirm this?</li> <li>3.Tacit Endorsement- CEHAJ and other task force and CLC members are still assessing each proposed project and preparing written comments to Metro. We are concerned that joining an implementation working group before the full scope of projects in the investment plan is known might be interpreted as our endorsement of the entire plan, including projects that we may oppose in the end. Can you please explain the general purpose of the working groups? Will participation in the implementation working group be taken as an endorsement?</li> </ol> <p>Thank you, Michael!</p> <p>Kind regards,  Sylvia  Sylvia Betancourt (she/her/ella)  Long Beach Alliance for Children with Asthma - LBACA  2651 Elm Ave., Suite 100, Long Beach, CA. 90806 - (562) 933-5650</p>	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Joe Linton		03/05/24	<p>To whom it may concern -</p> <p>Two maps and their accompanying text in the CMIP draft appear to be incorrect.</p> <p>1) In section 3.2.2.1 describing maps in figure 3-4, the 710 draft CMIP states (Metro's The Source also stated this) The "Auto Ownership" map in Figure 3-4 shows that the Study Area has more zero-vehicle households than the County as a whole, except for those households in Downtown Long Beach. The northern portion of the Study Area has lower auto ownership rates. The map appears to show nearly the opposite of parts of the above text (and doesn't include the overall county level). The map shows relatively high levels of no-car households mapped in dark blue in/near downtown LB. So instead of:  ...Study Area has more zero-vehicle households than the County as a whole, except for those households in Downtown Long Beach.</p> <p>It might be more accurate to say:  ...Study Area has more zero-vehicle households than the County as a whole, especially for those households in and around Downtown Long Beach.</p> <p>The last sentence may be true, but doesn't really correspond to the map:  The northern portion of the Study Area has lower auto ownership rates.</p> <p>Maybe you have other data, but from just the map, I don't see a clear north/south split in the data mapped. Much of the northern portion is in green and yellow, indicating a lower no-car percentage, so higher auto ownership. There are a lot of urban centers mapped which do have lower ownership rates - including DTLB, East L.A., Huntington Park, Wilmington, Compton, Lynwood.</p> <p>So it might be more accurate to say something like:  Many portions of the Study Area have relatively low auto ownership rates, including much of Long Beach, and parts of Compton, East L.A., Huntington Park, Lynwood, South Gate and Wilmington.</p> <p>2) Figure 3-27 does not map the current bikeway networks in the area.</p> <p>A few things I spotted that are incorrect, not a comprehensive list:</p> <ul style="list-style-type: none"> <li>- The legend terms the right map a "bike lane network" but it maps more than just bike lanes. Some of the facilities mapped are not bike lanes but bike paths.</li> <li>- The blue lines are labeled as "protected bike lanes" but some blue lines mapped are bike paths.</li> <li>- Many (looks like probably roughly half) of the blue lines mapped do not correspond to actual bike facilities. Two specific examples: 1 -there is no bikeway along the Dominguez Channel between the 405 and PCH. 2 - there are no protected bike lanes in East L.A.</li> <li>- The bikeways mapped in Long Beach appear to be out-of-date. Many bikeway facilities are missing. It looks like the data there may be 5-10 years old.</li> </ul>	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Matthew Dornbach		03/08/24	<p>Hello,</p> <p>I am writing to express my porters against the 710 auxiliary lanes for the 710 corridor. This is a freeway widening despite claims it is not. This widening will potentially displace residents of the area, increase car use, and destroy areas that could otherwise be used for other forms of transit or other public benefit.</p> <p>No auxiliary lanes for 710 or any other freeway in this state!</p>	<p>In 2021, the Metro Board approved Motions 47 and 48 which effectively ceased further work to advance the 710 South Corridor Project EIR/EIS.</p> <p>To ensure Metro's investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. The new process was designed to undertake a holistic equity-based project examination. Our assessment process looked at induced demand for automobile trips based on their potential for VMT Increases this would occur through induced demand for car trips and all projects were evaluated based on this metric. Please see Concern 9 "Potential for VMT Increases" in the Investment Plan.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>The proposed freeway improvements are aligned with the vision, goals and principles adopted by the LB-ELA Task Force and existing Metro Board Policy. This is illustrated below in what we are considering and not considering:</p> <p>What the Investment Plan Proposes Includes:</p> <ul style="list-style-type: none"> <li>•I-710 Mainline (Safety and Operational improvements)</li> <li>•Local Interchanges/Overcrossings (MOSAIC - Multimodal Operations, Safety and Access Improvements for Communities)</li> </ul> <p>partial Freeway Interchanges</p> <ul style="list-style-type: none"> <li>•Technology</li> </ul> <p>What the Investment Plan Does Not Include Is:</p> <ul style="list-style-type: none"> <li>•Freeway widening</li> <li>•Full freeway to freeway interchanges</li> <li>•General purpose lanes</li> <li>•Concepts with major displacements</li> </ul>

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Jani Purpura		03/08/24	<p>Reading the plan for the I-710 corridor, I do feel that improvements have been made to the plan. However, I do feel that more effective 21st Century solutions can be used on these projects. For instance, we have a great transit corridor that needs improvements, and a few more projects in the works. Instead of encouraging more driving, we should invest in transit, biking, and increase park space with the freed space. The following are projects that should be cut from the project and what unfunded projects they should be replaced with.</p> <p>Cuts:</p> <ul style="list-style-type: none"> <li>- Zero-Emission Infrastructure for Autos [LB-ELA_0191]</li> </ul> <p>--- Prioritize biking and transit (ebikes, e-scooters, other alt means to driving), as many people are traveling short distances. For longer travel, the A line is great at connecting people on the I-710 corridor.</p> <ul style="list-style-type: none"> <li>- Shoemaker Bridge/Shoreline Drive [LB-ELA_0010]</li> </ul> <p>--- Unless real connections for residents will be made via this route for pedestrians and bicyclists, it's better to close the bridge and redesign the Queens Hwy./former 710 stub towards Queen Mary for the people driving to downtown LB.</p> <ul style="list-style-type: none"> <li>- 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]--- The cost for these projects (\$612 million) are better served by doing large scale transit projects that would serve more people and significantly decrease transit time (for instance, project LB-ELA_0173 would save commuters at least 10 minutes, as travel time between Pico station and Washington stations on the A line would likely fall to 5 minutes versus the 15-20 that it currently takes.</li> <li>- Atlantic Boulevard widening Over I-5 at Mixmaster Intersection [LB-ELA_0221]--- Widening Atlantic over I-5 does not help the community, as this street is already 3+ lanes wide in each direction on the bridge. It would not be hard to install a bus lane and change the signal timing in the area improve conditions on the bridge.</li> </ul> <p>Fund:</p> <ul style="list-style-type: none"> <li>- Grade Separation(s) of the A Line [Blue Line] at Washington Street [LB-ELA_0173]--- This grade separation project would save commuters between Long Beach and Los Angeles (the primary use of I-710) around 10 minutes via transit, encourage alternate means. This would be much more effective than spending over \$600 million on a freeway.</li> <li>- Metrolink Regional Rail Line between Union Station and Long Beach [LB-ELA_0219]--- Along with the A line project above, commuters would move faster along the I-710 corridor than they can during most hours on the I-710 freeway.</li> <li>- C Line (Green) Eastern Extension (Norwalk) (LRT) [LB-ELA_0002]--- This project is sorely needed to increase connectivity between County services in Norwalk and the rest of the area. With this extension, many employees would likely take the C line versus driving.</li> <li>- Southeast Gateway Line Transit Corridor (LRT) [LB-ELA_0001]--- This project would help connect Huntington Park, Cudahy, and other Gateway Cities to the region, which is sorely needed.</li> <li>- I-710 Livability Initiative [LB-ELA_0214]--- Mitigation is sorely needed for the pollution and other issues created by the I-710 freeway.</li> </ul> <p>Thank you for taking the time to consider my ideas on the project.</p>	<p>Thank you for the comment. We appreciate the feedback on specific projects and will consider these comments as we consider future funding decisions. We recognize that this is a multimodal plan and that not all projects may be supported by all community members; however, we believe that each project that is recommended for funding will help advance the vision and goals of the plan and will support the needs of the communities as a whole. There will be opportunities to contribute to future investment decisions and we hope that you continue to provide feedback.</p>

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Comm. Sharon Weissman	Port of Long Beach	03/18/24	<p>Hello Michael and Robert,</p> <p>Here are some of our thoughts at the Port on the Draft Investment Plan sent to us at the end of January.</p> <p>Will you be highlighting tonight changes, if any, from the plan sent in January?</p> <p>Thanks, Sharon</p> <p>DRAFT Port of Long Beach Comments – March 2024 Draft Long Beach-East Los Angeles Corridor Mobility Investment Plan</p> <p>1. Acknowledgments – Task Force, Freight and Logistics Industry, pg. xii: a. Revise title for Theresa Dau-Ngo, Director of Port Planning</p> <p>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.</p> <p>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.</p> <p>4. What is the proposed plan for the Task Force following adoption of the LB-ELA Corridor Investment Plan?</p> <p>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?</p> <p>Thank you, Sharon</p> <p>*ADDITIONAL ATTACHMENTS PROVIDED IN ENGLISH ONLY</p>	Thank you for the comment. We have addressed those comments in the final plan.
Email	Kerry Cartwright	Port of Los Angeles	03/19/24	<p>Michael,</p> <p>Attached are edits/comments on the draft CMIP:</p> <ul style="list-style-type: none"> <li>•As info, for workforce development, see attached planned POLA-POLB Goods Movement Training Campus project info, that should be added to the doc</li> <li>•Also, specific recommendations and required edits attached <ul style="list-style-type: none"> <li><input type="checkbox"/> 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)</li> <li><input type="checkbox"/> 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;</li> </ul> </li> </ul> <p>Kerry Cartwright, P.E. Director of Goods Movement 310-357-4996 (cell), 310-732-7702</p> <p>*ADDITIONAL ATTACHMENTS PROVIDED IN ENGLISH ONLY</p>	
Email	Chris Chavez	Coalition for Clean Air	03/15/24	<p>Please find attached our comment letter on the draft LB-ELA Corridor Mobility Investment Plan.</p> <p>_____ Christopher Chavez Deputy Policy Director Coalition for Clean Air chris@ccair.org&lt;mailto:chris@ccair.org&gt; (213) 223-6868</p> <p>END OF EMAIL</p> <p>*LETTER PROVIDED IN ENGLISH ONLY</p>	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Matt Schrap	Harbor Trucking Association	03/18/24	<p>Thank you, Kerry. @Michael, we completely agree with the comments from POLA. I unfortunately will not be able to make the meeting tonite due to a standing conflict.</p> <p>Matt Schrap Harbor Trucking Association 213-361-7588</p>	
Email	Esteban McKenzie	North Long Beach Resident	03/19/24	<p>To whom it may concern, While the draft investment plan is a huge improvement over the original freeway widening, there is still a lot of room for improvement. Metro communication has repeatedly stated that this plan "does not widen the freeway whatsoever" which this plan shows is a blatant lie. This plan adds approximately 4 freeway lane miles throughout the study area, and Metro has yet to commit to Supervisor Hahn's request to categorically rule out demolitions. More lane miles are more lane miles, whether you call them auxiliary lanes, or break the widenings up small enough to utilize a loophole in CEQA. The community has been clear that we want NO WIDENING of the freeway. The ROW is massive as is, and any "flow improvements" metro really finds necessary must be captured within the existing ROW. We as a society have grossly overbuilt our infrastructure, and year after year the American Society of Civil Engineers offers more stark assessments showing that we cant afford to maintain the infrastructure we have. Freeway widenings have been proven to induce demand, and metro's own reports have shown that its investments widening freeways as well as arterial streets are canceling any reduction in emissions generated by its transit investments. When you're at the bottom of a hole, first you need to STOP DIGGING YOURSELF DEEPER. Enough is enough. Metro needs to take its role as a transit agency seriously and stop pushing autocentric design. Sincerely, Esteban McKenzie North Long Beach Resident and Homeowner</p>	<p>In 2021, the Metro Board approved Motions 47 and 48 which effectively ceased further work to advance the 710 South Corridor Project EIR/EIS.</p> <p>To ensure Metro's investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. The new process was designed to undertake a holistic equity-based project examination. Our assessment process looked at induced demand for automobile trips based on their potential for VMT Increases this would occur through induced demand for car trips and all projects were evaluated based on this metric. Please see Concern 9 "Potential for VMT Increases" in the Investment Plan.</p> <p>The Investment Plan that Metro is proposing builds a cleaner, sustainable, and healthier future by supporting multiple modes and putting people first and here is how.</p> <p>The proposed freeway improvements are aligned with the vision, goals and principles adopted by the LB-ELA Task Force and existing Metro Board Policy. This is illustrated below in what we are considering and not considering:</p> <p>What the Investment Plan Proposes Includes:</p> <ul style="list-style-type: none"> <li>•I-710 Mainline (Safety and Operational improvements)</li> <li>•Local Interchanges/Overcrossings (MOSAIC - Multimodal Operations, Safety and Access Improvements for Communities)</li> </ul> <p>partial Freeway Interchanges</p> <ul style="list-style-type: none"> <li>•Technology</li> </ul> <p>What the Investment Plan Does Not Include Is:</p> <ul style="list-style-type: none"> <li>•Freeway widening</li> <li>•Full freeway to freeway interchanges</li> <li>•General purpose lanes</li> <li>•Concepts with major displacements</li> </ul>
Email	William Frankenfeld	Los Cerritos Resident	03/12/24	<p>Dear Metro Staff My name is William Frankenfeld, I live in the Los Cerritos neighborhood in the 90807 zip code along the 710 freeway corridor. The proposed auxiliary lanes on the 710 freeway in Long Beach will only increase pollution and worsen traffic. LA Metro needs to reallocate the funds to improving local public transportation, like investing in electric buses, and improving the local freight rail to reduce freight truck usage. Thank You William Frankenfeld</p>	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Email	Coalition for Environmental Health & Justice	Coalition for Environmental Health & Justice (CEHAJ), Long Beach Residents Empowered (LiBRE)	03/28/24	<p>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</p> <p>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").</p> <p>*LETTER PROVIDED IN ENGLISH ONLY</p>	
Email	United States Environmental Protection Agency, Region 9	United States Environmental Protection Agency, Region 9	03/29/24	*LETTER ATTACHED, LETTER PROVIDED IN ENGLISH ONLY	
Email	BizFed	BizFed	04/02/24	<p>Good afternoon Michael and all,</p> <p>Attached is a comment letter regarding the released draft of the Mobility Investment Plan.</p> <p>If you have any questions, please don't hesitate to contact me.</p> <p>☐ Chris Wilson, Senior Advocacy Manager (562) 201-6034 - chris.wilson@bizfed.org Los Angeles County Business Federation Strengthening the voice of business since 2008 by uniting 235 diverse business groups mobilizing 420,000 employers with 5 million employees CLICK TO RSVP: Celebrate extraordinary business leadership at the Bizzi Awards Ceremony on 3/22</p> <p>*LETTER PROVIDED IN ENGLISH ONLY</p>	
<b>Project Meetings</b>					
<b>CLC Meeting #25</b>					
CLC Meeting #25	Kathleen Barajas		02/15/24	It seems very comprehensive from what I have read so far!	
CLC Meeting #25	Dan Wamba		02/15/24	I have reviewed the CMIP and support the projects approved for initial investment. I also note that Table 8-6 has a list of projects to be watched for further refinement and implementation through the Arterial roadways/Complete Streets Modal Program.	
CLC Meeting #25	Aide Castro		02/15/24	I support the projects approved for initial investment. Yes, I support the Draft Investment Plan	
CLC Meeting #25	Kathleen Barajas		02/15/24	I support the proposal.	
CLC Meeting #25	Miyuki Gomez		02/15/24	I support the proposal.	
CLC Meeting #25	Maria Reyes		02/15/24	I still have a lot of concerns and worries.	
CLC Meeting #25	Elizabeth Zamarripa		02/15/24	I will stand aside for now, I'd like to review the materials on my own once more	
CLC Meeting #25	Alfonso Garate		02/15/24	I support	
CLC Meeting #25	Luis Mesa		02/15/24	I was wondering if there is a way for Metro to present the plan in each of the cities websites so people can easily access it through their cities websites presenting a summary on each cities projects that are included in the plan.	
CLC Meeting #25	Maria Reyes		02/15/24	When it comes to Long Beach I don't see or think we have received information on the Investment Plan, also was it in Spanish?	Each city received a toolkit of the projects for their areas in the investment plan but unfortunately I can't tell each city to post on their website but all cities were provided to them to post on their socials.
CLC Meeting #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?	Many of the projects on the initial list for funding have positive impacts on air quality and that fit the criteria especially 3 projects that were specific too air quality.

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
CLC Meeting #25	Marcos Lopez		02/15/24	How is the plan ensuring that all of the project like auxiliary lanes or multimodal street that the landscape will be included as a part of the projects. I have seen that sometimes funding has caused landscape to not be addressed when a project is put together and I want to know if that will be resolved in this plan.	I think it is baking it into the scope to make sure it is centrally agreed upon before it goes into the implementation of the project that it is included in the language to see that it is actually carried out, that is guidance too us to make sure that we make that specifically included.  It is part of the scope of the development of the project and because we have the CIC flags and Equity flags included in those it can be highlighted and incorporated to ensure it is built into the price and cost of the project so it is a component in the implement that will be necessary/guaranteed to be delivered.  Such as the urban greening project, we are looking at community program projects to include in the initial funding of the project that we make it a necessity to include landscaping in the funding so that urban greening program could supplement that funding to the projects.
CLC Meeting #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?	Several of those things you mentioned are included in that plan and developing the workforce or hiring locally are taken into consideration. We are looking across all of that.
CLC Meeting #25	Tiesha Davis		02/15/24	To make sure that the community skill level is matched for the area when implementing new jobs.	
CLC Meeting #25	Maria Reyes		02/15/24	How is it that we are going to cover the topic of employment and include it in the investment plan because people don't know what skills will be needed to have the ability to have the chance to get the jobs listed in the investment plan?	If the plan is silent, included but not called out directly but at Metro we have programs targeting directly monolingual Spanish speaking community members. Metro has a program that incentivizes monolingual Spanish speakers to allow for operators to have a job even if they don't speak English.
CLC Meeting #25	Marlene Sanchez		02/15/24	I was wondering what is expecting out of this heavy document and the book because I don't see how anyone can comprehend all of this material.	We have a month to go through the document itself and the foundational chapters help set the stage for all of the content/process and to discuss the existing conditions. The last 4 chapters are too set the stage for the projects and programs that will be implemented. We want all community questions and comments to be stated and taken into account before we get to have the board see this.
CLC Meeting #25	Marcos Lopez		02/15/24	On existing conditions, there is a map on 3-42 regarding the transit bus number. There was only metro data but I don't think it shows all of the bus information specifically for long beach bus trips.	We will update that
CLC Meeting #25	Marcos Lopez		02/15/24	If a project ever has a plan will it be attached to the project on the dashboard?	Project information will be consistently added continually and will be built out. We will look into that with the dashboard team to make sure we look into that.
CLC Meeting #25	Kevin Shin		02/15/24	One of the things I noticed was the distribution of funding and how that distribution of funding goes across the different categories of projects. 1/3rd of the funding currently shows that it will go for freeway projects and those projects include interchange and bridge development. In terms of helping people understand the benefits to the projects, is there a better way to showcase the information of the actual benefits for the community besides categorizing the information in the way we have.	As we characterize the projects during the MSPP phase, we created the 5 modal categories and the community programs and once they were developed we assigned the project to the principle modal category it fits into. However, whenever we go to measure benefits and impacts we need to characterize all of the modes it affects if it were too be implemented to ensure that it does not negatively impact the surrounding infrastructure. By doing this we can build in safety improvements for bicycle and pedestrian improvements and traffic improvements improving the overall safety for all people and modes.
CLC Meeting #25	Kevin Shin		02/15/24	I feel like the details are being lost when it is explained by the community, we should spend more time actually articulating how much money is going to each separate aspect of the project so we are showing the division of the benefit in a more helpful way!	I appreciate that point and we will work on that in our messaging regarding the different benefits for the projects.
CLC Meeting #25	Jose Rodolfo Vallejo		02/15/24	The CLC is thinking of having hybrid meetings or potential in person meetings because two of the meetings I attended it seemed to me that it was very useful to learn in person for me. I must say that when I got the book of the CMIP I think we should reclassify and show that if you refer to each made in a table of contents it will be easier to identify.	We have for the next CLC meeting that are virtual so there was no in-person meetings listed at the time but there is one more community meeting in Compton coming up but we are happy to also have a one on one.
CLC Meeting #25	Irma Lopez		02/15/24	I think we should not allow hydrogen in any of our vehicles and focus our efforts on implementing Zero-Emission vehicles.	The discussion of that is in the initial chapters of the plan and in the projects that are listed so we have that listed.
CLC Meeting #25	Irma Lopez		02/15/24	You also mentioned that the LA River Project, will that be remodeled and they told me on the Corridor Tours that the bridge on Florence will have the local government get to take care of it. Will that be on the local government for that city to fix it or will it be fixed in this plan.	The LA river is a part of the project list in the plan and the community programs you mentioned there was a need for more funds added too that and we discussed that \$40 million was allocated for those programs to be pushed to the next step.
CLC Meeting #25	Irma Lopez		02/15/24	I think 40 million is not enough and we need to look out for our communities to make sure that high quality clinics for everyone is added, quality infrastructure on the streets, cleaner streets and we need people in the SELA area can see that there is a huge need for change this is discouraging to see all of the safety issues.	You are correct that there is a lot of need, and this process has helped metro with understanding the true needs of these different parts of the corridor and too connect the people back to the communities transcend transportation. The funding source by law has to go to transportation and there was set parameters set up by that. Our thinking has been to identify the issues and how can we create the potential funding that metro doesn't control as a transportation agency. We deal with only transportation and we need to work with our other agencies and counties to ensure that these issues are met by all people by the correct people who can help by leveraging our funding and relationships to develop tangible outcomes for the people to get these grant funding opportunities to get a perpetual investment that is ongoing to have the right people at the right agencies to make sure that the people with the right expertise are all involved.
<b>CLC Meeting #25.5</b>					
CLC Meeting #25.5	Jamila Cervantes	CLC	02/22/24	I do worry a tiny bit a little bit about moving away from "freeway" because i also don't want the language to be misleading if the project does focus on freeway-related improvements. don't have any solutions LOL but worry!	
CLC Meeting #25.5	Esmeralda Hernandez	CLC	02/22/24	I'm definitely echoing what Kevin is saying. I'm thinking about how the city of Bell (one of my neighboring cities) misappropriated a lot of public funds a few years ago & I'd love to see the mechanism for accountability also, do we have a plan for how the updates will be disseminated? Like are we thinking email, meetings, etc?	We will keep you in the loop as we think through the details and on the timing of these meetings and relaying that information
CLC Meeting #25.5	Marcos Lopez	CLC	02/22/24	I want to comment on topic 2, apologies my wifi was not stable. I have noticed that SG is starting to "beautify" the streets, however there is a big concern onto the amount of trees that are being brought down. We already lack on green spaces. My question is, how could we get more funding for trees in our area. Specially in Imperial, Atlantic and other streets, there are a lot of streets that are being worked on but they're cutting down our trees. We already live next to the 710, asthma and other cardiovascular diseases are some of the exposed symptoms for our community but how can you guys assure us there will be green spaces ?	Some projects have greening already incorporated in the project scope and they will address those features as they are developed. We have a community program called community greening where Metro is looking to collaborate to ensure that the program is developed with the CLC and TF members and one of the ways this could work is when a project doesn't involve greening elements and they will provide with technical/funding assistance to work that project in.
CLC Meeting #25.5	Luis Mesa	CLC	02/22/24	How can this plan help fund that project that has been floating around for years? (The freeway terminal 103 project)	
CLC Meeting #25.5	Tiesha Davis	CLC	02/22/24	Do Freeway projects include cleaning up graffiti on freeway signs?	There is a freeway landscape category which can include that

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
CLC Meeting #25.5	Phyllis Ollison	CLC	02/22/24	Within streets projects -- dividers -- we have a lot of accidents-- is there something being considered to prevent or make it difficult to do spinning in intersections?	In some instances, complete streets projects could help prohibit that kind of activity. Not aware of any physical infrastructure that can prevent this at large intersections. More at the discretion of enforcement.
CLC Meeting #25.5	Phyllis Ollison	CLC	02/22/24	In Compton, they installed some devices to slow it down since law enforcement is not doing anything impactful. They're not all major intersections.	
CLC Meeting #25.5	Kevin Shin	CLC	02/22/24	Does this mean w those implementation guidelines, cities or jurisdictions won't receive funds till after projects are completed or will there be a mechanism to enforce how a city uses them? When this is the case, they often end up cutting things like infrastructure projects.	Usually have funding agreements that lock in scope & requirements. It's a binding agreement w expectation of outcomes.
CLC Meeting #25.5	Kevin Shin	CLC	02/22/24	If those funding agreements are violated, what is the mechanism? How is it enforced?	There is one mechanism we can use where we allocate funding by specific phase. During that phase is when you find out if the city is able to integrate the component, then add language that says they need to come back to prove or show how those elements were incorporated & provide justification if they weren't.
CLC Meeting #25.5	Marcos Lopez	CLC	02/22/24	If measures like these are added, nice to know that the details won't be getting lost.	
CLC Meeting #25.5	Marlene Sanchez	CLC	02/22/24	Scary getting onto the new 710 bridge. San Pedro is very active. People go through smaller freeway. West LB being so isolated, not a lot of places we can go. The park being there is too close to the refineries. Recreational activities in those areas are not good idea.	It would remove it as a freeway but it would still be a way to move.
CLC Meeting #25.5	Maria Reyes	CLC	02/22/24	When they were talking about WLB, like Marlene said, nice place, but concerned about the 103 freeway. Lots of trucks on that freeway. I also emphasized we needed to change that freeway, its so small but so transited & goods movement. There needs to be a change & benefits to health. Lots of schools on those corridors, that traffic is terrible & there are no changes to the place.	103 freeway is the terminal island freeway -- but which bridge is it?
CLC Meeting #25.5	Maria Reyes	CLC	02/22/24	Want to support Marlene's idea of having a place to come together & talk about the CMIP. It's more engaging when in person. Important to come together to review it & absorb what others are saying.	
CLC Meeting #25.5	Tiesha Davis	CLC	02/22/24	As projects are being more designed, starting to see gaps. Good question from Kevin re financial assignment. Re local jobs, are they making those available via what mechanism? Is funding being given pre or post completion?	This would be policy set by LA Metro or local jurisdictions. Who will be hiring & how many jobs will be determined based on projects as they come forward. Typically funding is given first.
CLC Meeting #25.5	Marcos Lopez	CLC	02/22/24	LB Complete street projects -- assume there will be a protected bike lane. Is that correct?	Planning is each jurisdiction is tailoring it to status of roadway within their boundaries. Attempt to keep separate bike lane along the entire stretch but some areas cannot do that w/out taking ROW. Would have to switch to class 3.
CLC Meeting #25.5	Clara Solis, Member of Public	CLC	02/22/24	Comment on map -- it's really hard to see the projects. For ELA, there is only one dot within the project, then another one outside north of Pomona freeway that doesn't work, then ppl need to know to make them bigger. But then it doesn't include all the projects. Confusing & hard to navigate the Dashboard. Mentioned Appendices, have not been able to access them on Dropbox. Have you all continued the deadline for comments?	
<b>Task Force Meeting #29</b>					
Task Force Meeting #29	Chris Chavez	Coalition for Clean Air	02/26/24	We're still in the process of going through the Plan and get a better understanding of everything. There's a lot in this plan that is an improvement over 5C. There are a few things we noticed with some plans on interchange proposals being bundled together. The question that we have always been asking is about VMT increases. Having more information about that is very important. There needs to be a commitment not to significantly increase VMTs. With those projects being bundled together, how will CEQA be handled?	5C is totally gone, so there's not a starting point with that. We're trying to get away from what was there. We want to work with the community in each of the locations and ask what are the needs in those area. What are the issues with safety, design, trucks, etc.? How do you make that connective tissue between the roadways in the corridor to the bridges and offramps. It's really open to a case by case, community by community situation. We are not trying to create displacement. We are not trying to create something that only works for cars and trucks, but not communities. It's about creating a harmonious approach. Every single one of those local interchanges needs investment of some kind. I think we can continue to work on that approach and continue to improve and make things safer.
Task Force Meeting #29	Chris Chavez	Coalition for Clean Air	02/26/24	One thing I also want to note is the Complete Streets project. We've support projects like this before. There certainly is a lot of good suggestions and ideas in this plan. I want to make sure we're continuing with Complete Streets.	
Task Force Meeting #29	Commissioner Sharon Weissman	POLB	02/26/24	Regarding Chris comment regarding interchanges, want to make sure if there is an increase in VMT because accidents are reduced, that we don't say we don't want to make the freeway safer because it increases VMT. If we can save lives & prevent accidents, we want to do that. Want to hear from Metro regarding how is that evaluated?	Overall, you're right. Safety rises to the top. Need to better present it & show what it looks like so ppl have comfort in what they're doing.  Key evaluation criteria. No prohibition from freeways improvements & safety to not generating additional VMT. Projects will be looked at in holistic way so can offset the VMT increases. Need to bundle together to make sure safety is predominant & important metric evaluated along w other changes.
Task Force Meeting #29	Chris Chavez	Coalition for Clean Air	02/26/24	Does LA Metro have a defined threshold or amount that would be considered a significant VMT increase?	As Michael said - we can get back to you on the VMT threshold, but at this point, our understanding is that Metro is waiting on Caltrans' guidance that is under development
Task Force Meeting #29	Alberto Campos	SELA Collaborative	02/26/24	I think it's great plan given the conversations we have had throughout this time. In terms of implementing the Plan, I fully support it first and foremost. The SELA collaborative, because we are a collective, to be able to move forward 1) we would need the permission of our Board. We want to make sure there is different representation in these groups. I think especially about representation from cities and other nonprofits.	
Task Force Meeting #29	Alberto Campos	SELA Collaborative	02/26/24	Given the extent of the projects across the region, I think it would be beneficial to have the region broken down into smaller groups. I think it would alleviate pressure from organizations who might feel that they need to expand their bandwidth to meet the needs coming from the Investment Plan. The nonprofits could invite other stakeholders to come in and share their expertise that pertains to a specific region.	
Task Force Meeting #29	Janeth Preciado Vargas	CBE	02/26/24	I've been sharing the Investment Plan with some of our youth member and their parents'. It is a hard thing to break down and explain in an easier way. I think making the Investment Plan more simple for community members to understand is something that could be worked on moving forward.	
Task Force Meeting #29	Marlin Dawoodjee Vargas	LBACA	02/26/24	Want to mention what I noticed -- lack of clarity when it comes to community programs & what requirements will be asked from community patterns to carry out these projects. What would be the process of assigning these projects to agencies/orgs. Would want for Metro to put in writing how Metro will do this & how they will hold them accountable to the guiding principles. Having this in writing would help put her mind at ease.	
Task Force Meeting #29	*Need to refer to transcripts*		02/26/24	Completely support Commissioner Weissman's comments.	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Task Force Meeting #29	Fernando Gaytan	Earthjustice	02/26/24	This may be covered later , but are working groups expected to run through implementation of selected community programs?	Make sure we get the right parties involved. Ongoing relationship & discussion. Metro may not be leading it, maybe another group, but value we want to derive from the community programs we want it to continue to generate over time
Task Force Meeting #29	Commissioner Sharon Weiss	POLB	02/26/24	I want to say a couple things about hydrogen. I think we need to look at what the technology of the future is, not just the state it is in now. I realize the majority of hydrogen is made of fossil fuels but that is not our plan for the future. When we look at the future, I think green hydrogen is going to be the future. We have transitional fuels. The other things that I saw in the CEHAJ letter had to do with water. An article in Chemical Engineer talks about developing green hydrogen from sea water. I would encourage you to look at that. I don't think the future is using California's limited water supply to make hydrogen. We have to look at safety in any technology. There has been a number of explosions with lithium batteries. I want us to deal with the reality of the future and not what we're limited by with technology today.	Thank you for your note expressing concerns about hydrogen. Metro also is concerned about the environmental impact of hydrogen production. The safety risks associated with the transportation and storage of hydrogen, including risks related to pipelines, trucks, rail, and ships. We are also concerned about hazardous emissions such as Nitrogen Oxide (NOx) from hydrogen combustion and its impact on respiratory health in vulnerable communities.
Task Force Meeting #29	Fernando Gaytan	Earthjustice	02/26/24	Point of the letter -- cannot rush to invest in tech still being developed when we have battery electric tech that is still there. Need to coordinate w communities to coordinate according to their needs. POLB/POLA making in roads to increasing [fill in gap here]. These are precious public dollars we have. Pie is there, hoping to grow it but it is limited. Community said loud & clear they want these investments to remediate past harms in their communities. Lets get those implemented w this plan. There will be more opportunities & funding for the hydrogen of the future. This is in line w equity principles. Want more precise language re what we mean about zero emissions. Focus on plan that will actually serve the community	Thank you for your note and for your concerns regarding hydrogen and zero-emission technologies. You also noted the importance of using the Investment Plan to remediate past harms in the I-710 South impacted communities.  For your information, the Investment Plan includes a high-level summary of work that has been done by the Zero-Emission Truck Working Group. As part of this effort, eight principles were developed early on and approved by the Metro Board of Directors to guide their activities. Among the eight principles was the Corridor Community Benefits - by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks. See 2-13 and 2-14 in the Investment Plan.  Since adopting these principles, the ZET Working Group held focus group discussions with industry, infrastructure, and community stakeholders to identify needs in pursuit of Metro's vision for regionally significant ZE infrastructure facilities. These focus group discussions were critical in developing Metro's Vision for Regional ZE Infrastructure Facilities. Community-identified needs focused on impacts on safety, public health, reduced congestion, and avoiding sensitive receptors. Community members who participated in the focus group discussion also emphasized their desire for Metro's investment to result in benefits to the surrounding communities, including job opportunities and neighborhood beautification. Industry and Infrastructure needs focused on grid capacity and identifying locations that complement the needs of existing goods movement patterns.
Task Force Meeting #29	Jennifer Ganata	CBE	02/26/24	CBE is a member of CEHAJ. CBE has been working with national partners on hydrogen. I wanted to highlight the equity principles and concerns around hydrogen. Thank you.	
	Jennifer Ganata	CBE	02/26/24	<a href="https://www.cbecal.org/issues/equity-and-hydrogen/">https://www.cbecal.org/issues/equity-and-hydrogen/</a>	
Task Force Meeting #29	Chris Chavez	Coalition for Clean Air	02/26/24	We're still in the process of going through the Plan and get a better understanding of everything. There's a lot in this plan that is an improvement over 5C. There are a few things we noticed with some plans on interchange proposals being bundled together. The question that we have always been asking is about VMT increases. Having more information about that is very important. There needs to be a commitment not to significantly increase VMTs. With those projects being bundled together, how will CEQA be handled?	
Task Force Meeting #29	Chris Chavez	Coalition for Clean Air	02/26/24	I would suggest, especially for smaller non-profits/organizations, is compensation for continued involvement. This process took a lot of effort and time and so I would like to see Metro consider that.	
Task Force Meeting #29	Roderick Diaz	Metrolink	02/26/24	Working groups a good idea to keep ppl engaged & line of communication open	
Task Force Meeting #29	Marisol Barajas	Long Beach Transit	02/26/24	Look forward to learning more about the work groups moving forward. But echo sentiment that it could be overwhelming to invite other partners to join given the history of this project and other projects. Will be interesting to see how it rolls out	
Task Force Meeting #29	Jennifer Ganata	CBE	02/26/24	Membership is both adults & youth, thinking about how they get them into those spaces, thinking about ability to share info before those meetings so ppl can prep & feel comfortable coming into those meetings. Maybe popular education materials ppl can use. Needs to be meaningful community participation. Important to make sure this info is getting to folks mostly impacted.	
Task Force Meeting #29	Chris Wilson	BizFed	02/26/24	I think for us, we are focused on going back to our members and getting their feedback before April 1st.	
<b>Task Force Meeting #30</b>					
Task Force Meeting #30	Fernando Gaytan	Earthjustice	03/18/24	I first want to start by thanking staff for their efforts to make these accessible I am pleased to hear these community events happened. I also want to thank Metro for listening to community concerns regarding commenting on the Investment Plan. We're down to the wire. I think this final push to analyze the projects being proposed. We want to thank Supervisor Hahn for supporting us in this extension. I am hoping that this further feedback will be reflected in the final analysis. I also want to uplift Supervisors Hahn and Solis for supporting community programs. Overall, I think having these community facing programs will be essential. What you'll see from us, and we're hoping to provide you with some comprehensive comments pretty soon, is a call to make sure those community programs don't fall by the wayside. We need to see a balance in terms of the monetary amounts that are being invested. You'll see some comments there in terms of making sure those dollar amounts are balanced.	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Task Force Meeting #30	Mario Dominguez Jr.	N/A	03/18/24	I got a problem with what I'm hearing. I'm not happy with the LA County Supervisors who I believe are racist. If you come down to my city here in South Gate and I got one street, Garfield Ave., between Imperial Highway and Firestone Blvd. Just walk that stretch of road and you'll see just how industrial my city is. You folks need to blast this fuckin thing, and launch it to the moon. You need to make this happen with lightning speed. I am going to need someone who is going to fight for my city and the surrounding cities near South Gate to deliver a project. We are talking about decades of neglect, decades of abandonment, of being forgotten and tossed aside. Where is the vision, where is the commitment. Hell, where is the investment. That is what I want to see. I heard a lot of talk, now I want to see implementation. You people need to go to work now.	
Task Force Meeting #30	Connell Dunning	EPA Region 9	03/18/24	I want to understand the difference between air quality, community health, and environment. Is it the source of funding that's causing the difference? What is causing the difference between air quality and greenhouse gases?	I would say don't take these groupings to be gospel. The reason they are split out is that the air quality/community health deals with direct impacts to health. The environment section deals more with environmental impacts. However if that's confusing we are definitely open to that feedback.
Task Force Meeting #30	Comm. Sharon Weissman	Port of Long Beach	03/18/24	Were any changes made to the draft Investment Plan made following feedback received since it was released in January?	We are waiting to make changes until we get through the entire public comment period. What's out there that has been published remains the same. We'll be consolidating all the feedback once the public comment period ends and then we will offer a "What's Changed" way of looking at things in April.
Task Force Meeting #30	Comm. Sharon Weissman	Port of Long Beach	03/18/24	Are we voting on something different in April than we are today?	April will have some new recommendations. We want to make sure there's some implementation mechanisms and strategies that we need to move forward. We aren't asking you to approve the Plan as-is today. We're looking to see if there are things that might impede approval or consensus that we can discuss today.
Task Force Meeting #30	Comm. Sharon Weissman	Port of Long Beach	03/18/24	Will we get those ahead of time so we have time to study any proposed changes?	We are meeting on April 8th and public comments ends on April 1st. I would say you should have changes for your review at least 4-5 days in advance. But let me think about that a bit further.
Task Force Meeting #30	Comm. Sharon Weissman	Port of Long Beach	03/18/24	When we get the new document will there be a sheet that highlights key changes?	Yes, we will take that as feedback that we need to make it as user friendly as possible.
Task Force Meeting #30	Fernando Gaytan	Earthjustice	03/18/24	I wholeheartedly agree with Comm. Weissman. Having a clear indication of what's changed will be really helpful. Especially if we are down to the wire and trying to review something in 5 days. One thing I heard from my colleagues at CEHAJ repeatedly is that we got in these 4 categories and their community programs, the same applies to the other 2 as well, the modal programs, we got a lot of categories that touch on different things. One thing that's missing is the overarching on public health and impacts that are going to be made, to the extent that Working Group meetings can have that embedded in what they're going to be asked to analyze and come up with startups. We need to have public health float to the top. It would be great to have that reflected here officially on how these Working Group meetings are going to actually tackle the issue of public impacts that currently exist, the potential to improve those public health outcomes through investments, and the dangers of perpetuating current harms through investments that are not fully vetted. It would be great to see that in each of these categories but certainly also perhaps its own category. One group that is laser focused on vetting those issues. You've heard that from CEHAJ repeatedly, and I know that we've got a lot of back and forth on the evaluation criteria, how it would be used, but in these working groups, it sounds like there's an opportunity there to further flesh out some of these investments. It would be great to see public health issue float to the top.	That is a very good discussion. We'll have to address that internally, but let me ask our team to think about that. I think that's something that is very much worth considering how to incorporate.
Task Force Meeting #30	Kerry Cartwright	Port of Los Angeles	03/18/24	Given the timeframe, I urge Metro to consider changing the meeting date from April 8th to allow more time for Task Force members to review. I think April 8th is too soon.	I appreciate that Kerry, we will bring that back to our management. Everything is connected to our April Board cycle.
Task Force Meeting #30	Chris Chavez	Coalition for Clean Air	03/18/24	Want to echo Fernando's comment regarding having some of the working groups' commitment oriented around public health. We know there are air quality challenges that connect back to historical disparities and issues stemming multiple decades. I think it's also important to have a public health focus as part of the implementation of this plan. We need to make sure projects are aligned with the health needs of a localized community.	Thank you for your comment. We are committed to supporting projects and programs that advance the vision and goals of the corridor, which work to improve health outcomes holistically - from air quality improvements to multimodal access to healthcare to economic and housing stability.
Task Force Meeting #30	Comm. Sharon Weissman	Port of Long Beach	03/18/24	If further analysis shows that more than 3 are beneficial and don't violate anything we've talked about in terms of widening or severe air quality impacts. Why wouldn't we do more than 3?	It could be more than 3, it depends partly on the funding we receive. 3 is a sort of place holder.  We are trying to prioritize that pipeline. Like with any of our investments, we are trying to encourage more than what we have in hand today. We definitely want to be sure that we are giving our Board the priorities in order.
Task Force Meeting #30	Comm. Sharon Weissman	Port of Long Beach	03/18/24	Clearly we have to prioritize. What I want to make certain with prioritizing is that we aren't going to remove projects that aren't as beneficial. We are just moving them down the road.	That's correct.
Task Force Meeting #30	Joe Lyou	Coalition for Clean Air	03/18/24	I really do appreciate the sensitivity to the auxiliary lane issue. There's concern about VMT on those auxiliary lanes. When it comes to VMT you have Clean Air Act transportation conformity issues that you'll have to deal with. I like the answer that Michael gave with providing context into the considerations behind your approach. Some of the interchange options I think could be more complicated. Auxiliary lanes are pretty straight forward. We know where they're going to go. In addition to considering the alternatives, you have to consider if you can so under the Clean Air Act. I agree with Commissioner Weissman that if we can make real safety improvements at more than 3 interchanges, then we should go ahead and consider more than 3 projects. One of our concerns has been that we really don't have any idea what those interchange projects look like. Obviously safety is a huge priority. With all the commitments that are being made to active transportation, Complete Streets, and those types of improvements, you can't let it all fall apart because you can't get from one side of the freeway to the other safely. I think we have to consider if we can do those kind of auxiliary projects under the Clean Air Act.	I'll ask my team to make it clear that analysis of adherence to the Clean Air Act will be one of the key questions we try to answer.  We need to go through that screening.
Task Force Meeting #30	Chris Chavez	Coalition for Clean Air	03/18/24	Has Metro looked more at what would be considered a significant increase to Vehicle Miles Traveled? Caltrans said that any projects in an MPO that creates a VMT increase in considered significant. I'd like clarification on what you're considering to be a threshold.	We have Metro staff actively working on this issue. I think we are going to have a Metro policy coming out of that effort. That to me would be very helpful so our project doesn't create an inconsistent standard. Our goal with the alternatives analysis is to provide as much information as possible. VMT will absolutely be a consideration.

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Task Force Meeting #30	Jennifer Ganata	Communities for a Better Environment	03/18/24	Can I see the slide on shifting funds again?	While you're looking at the slide, I will point out that we are disconnecting modal programs from technical assistance to allow flexibility.
Task Force Meeting #30	Jennifer Ganata	Communities for a Better Environment	03/18/24	So technical funding would be funded from something different?	It would still be funded from modal programs but as a percentage of what's left. We are going to make sure that the amount of funding in the technical assistance pot is kept at a minimum.
Task Force Meeting #30	Marisol Barajas	Long Beach Transit	03/18/24	Wardlow Offramp was a high concern for community members when it comes to safety. Why did some offramps make it on the list and others didn't? Is it based off of complete streets investments from other jurisdictions?	Part of the story is that we're trying to leverage and develop synergy with different modes. It was also a matter of trying to get to the zero-displacement outcome. At this level of design, we couldn't see how we could get to a better interchange without creating displacements that we don't want.  We are going to be fine-tuning this recommendation. We definitely appreciate feedback on corridors that will have a big transit outcome. If there's more supporting information that you would like to send us, please do so.
Task Force Meeting #30	Marisol Barajas	Long Beach Transit	03/18/24	Willow has the highest number of accidents in the corridor.	Thank for your comment. The MOSAIC freeway interchange Alternatives Analysis recommended for initial investment in the Plan will assess the most recent collision data to determine if the Willow St. interchange has the highest accident rate along the freeway.
Task Force Meeting #30	Mario Dominguez Jr.	N/A	03/18/24	Mr. Cano you are winning major points with me. Look at slide 50. All of these are major streets that run through South Gate. So you're telling me that we won't get these streets done until 2030? Is that set in stone?	Each of those arterials traverses several cities. I think we are going to want to phase it by segment so that the segments that are "easier" to implement and the cities ready to start construction would be the beginning phase. Then we would be staggering the rest over several years.  Working with the cities is going to be a key element of our planning work. We are going to need to get grant funding in consecutive cycles to implement these going forward.
Task Force Meeting #30	Chris Chavez	Coalition for Clean Air	03/18/24	I appreciate LA Metro putting together this slide (on CCA letter). So far the draft Investment Plan is certainly an improvement over 5C. I definitely want to recognize that there is improvement in that. I think you adequately explained some of the main points of our letter.	
Task Force Meeting #30	Joe Lyou	Coalition for Clean Air	03/18/24	I appreciate that you've taken the time to review and consider our letter.	
Task Force Meeting #30	Fernando Gaytan	Earthjustice	03/18/24	I have concerns' - Obviously the point of our written comments is to point out the concerns we have. I hope once you receive our letter there will be some opportunities to engage in further dialogue. Part of what we've been calling for includes community benefits programs, the allocation of improved transit, improved rider experience, active transportation projects, and ZET infrastructure. In each of those projects I think there are nuances that are important to address. We urge Metro to expand bus shelters along key routes. We have concerns about whether priority bus lanes diverts traffic into surrounding neighborhoods. On active transportation we highly encourage class 4 bike lanes only. We are concerned that this might lead to streamlining of environment processes. You will be getting a more thorough letter from us. High level concerns include that at the very last phase of this TF process, we got a quick change in how projects were being prioritized. It led us to think scoring was being skewed at the 11th hour. The plan has no unequivocal commitment to no displacement. We'd like to have that confirmed in the actual plan itself.	
Task Force Meeting #30	Jennifer Ganata	Communities for a Better Environment	03/18/24	I also wanted to uplift resident and privacy protections. We support a lot of the community focused programs in this CMIP but we caution against programs that are framed as being community support but are really increased surveillance efforts. We want to talk about centering health. I think these are concerns we've had throughout the entire process.	We look forward to the letter. I would ask what are things you think we can work on in the community program development? What are the key stumbling blocks in the way of you being able to support the Plan?
Task Force Meeting #30	Jocelyn Del Real	East Yard Communities for Environmental Justice	03/18/24	We are uplifting that we share many of these concerns. We are also part of this letter. We feel it needs a lot more to work to make it equitable. We also want to highlight funding gaps we see amongst projects especially industry backed projects versus those that directly benefit communities.	
Task Force Meeting #30	Sylvia Betancourt	Long Beach Alliance for Children with Asthma	03/18/24	I also want to lift up the point I always raise up around health. Our concerns and this project really have been around actual investments in how we're going to address health. It is not clear and well over the last two years it is something that I consistently raised. It's concerning that here we are in the late stage and it's not clearly defined. I do appreciate that Supervisor Hahn is proposing a motion to oversee funding and community programs. At the same time, I think it feels like it was not part of this Investment Plan and will be a second phase. As my colleagues in CEHAJ brought up, we have reviewed the CMIP and are going to be responding more thoroughly in a letter.	
Task Force Meeting #30	Michael Leue	Alameda Corridor (ACTA)	03/18/24	I just need a little more time to develop a position.	
Task Force Meeting #30	Hank Hsing	LA County Dept. of Public Works	03/18/24	Need more time to discuss internally.	
Task Force Meeting #30	Albertos Campos	Southeast Los Angeles Collaborative	03/18/24	We need more time to discuss internally. Curious to see how the motion with Board of Supervisors goes.	
Task Force Meeting #30	Mario Dominguez Jr.	N/A	03/18/24	This is a good plan. My city needs this. There's a lot of great shit in this plan. To the folks that have concerns, I'm sure they can be addressed. Mr. Cano can the Plan be amended as you guys proceed with it? This is something that my city desperately needs. I encourage you guys to work with Mr. Cano and his team.	The plan is a living document. We have funds reserved for future needs. I would say the community programs are also an opportunity to codesign with cities in the corridor. We'll be coming back to the Board with updates every four years or so.

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Task Force Meeting #30	Mario Dominguez Jr.	N/A	03/18/24	I desperately want this for South Gate and the surrounding cities. I'm sure you folks have your concerns but this is such a tremendous opportunity. We're talking about projects that uplift humanity and the spirit of people. The thing I want to say about the LA County Board of Supervisors is they're the drivers. The rest of us are just along for the ride. I encourage you all to consider your position and the tremendous amount of good you'd be doing by voting for this plan. LA County has turned a blind eye to South Gate and the surrounding cities.	
Task Force Meeting #30	Mario Dominguez Jr.	N/A	03/18/24	I don't trust the L.A. County Board of Scumbags. They need to get their act together and do a much better job of taking care of my city. And the surrounding cities around South Gate. The L.A. County Board of Scumbags are master ratfuckers. Ratfucking cities out of programs, projects, and services is what they do best. These goddamn soulless motherfuckers need to start proving their worth. They need to start proving their worth a damn.	Thank you for your feedback, Mario. Appreciate your concerns.
Task Force Meeting #30	Mario Dominguez Jr.	N/A	03/18/24	You're welcome. God help us.	Also thank you for attending the project meetings. I know you also showed your support for the project at the community meetings.
Task Force Meeting #30	Mario Dominguez Jr.	N/A	03/18/24	My pleasure. I do it because I care. And I want to fight for my city. And I want to see these people get shit done for all of us.	Thanks, Mario!
Task Force Meeting #30	Mario Dominguez Jr.	N/A	03/18/24	What is wrong with these people? Why can't they vote and say that they support this plan? My city needs this fucking thing too pass.	We've noted all of your comments tonight, Mario. Thanks again!
<b>EWG Meeting #16</b>					
EWG Meeting #16	Phyllis Ollison, CLC Compton		03/25/24	I saw in the presentation where the word arsenic appeared, and this is of concern. High levels of lead and arsenic appears on the related programs examples slide. How often are blood lead levels tested? How long ago was the battery recycling facility removed?	This is an important environmental justice issue. I believe Jennifer Ganata from CBE might be able to offer some additional information? Jennifer provided additional details on LA County's ongoing program to do testing and on the shutdown of the battery recycling facility.
EWG Meeting #16	Jennifer Ganata, CBE		03/25/24	LA County has a testing program. EPA is looking into corrective action for high lead levels. Battery facility closed in 2016. The Department of Toxic control-agreed to do local community clean up. Local community clean is still on going. Exide shut down completely and filed for bankruptcy. Post shutdown issues are still going involving many agencies. County, SCAQMD, still many issues.	
EWG Meeting #16	Phyllis Ollison, CLC Compton		03/25/24	What is Chromium 6? What is going on with the Hexavalent Chromium emissions exposure in Paramount and West Rancho Dominguez mentioned on this slide?	Hexavalent Chromium can happen at certain facilities. There were programs set in place in identifying facilities by the South Coast Air District that would implement controls and requirements on these facilities. The regulatory programs have worked hard on addressing the issues and the Air District is continuously looking at these facilities. The Mates V study specifically calls out hexavalent chromium. Due to the high cancer causing effects the Air District is still closely monitoring.
EWG Meeting #16	Phyllis Ollison, CLC Compton		03/25/24	There are schools in this area, which is also concerning. Were there any reports of cancer or deaths?	School districts were involved with working with the Air Districts. There was monitoring at the schools and local residences. The emissions results are coming from stationary sources and from other sources such as mobile sources. Cancer risk is calculated and public health was involved. Estimated risk using latest models, no one was going to wait for cancer risks. The cancer risks needed to be addressed immediately.
EWG Meeting #16	Phyllis Ollison, CLC Compton		03/25/24	Towards the very beginning of the presentation, the word arsenic was also there. What was that about? I'm very concerned about the air quality, especially in these underserved communities. Response tends to be slower.	Julia Lester indicated that she was a part of this early study. The arsenic threat was included with the concerns of the Exide shutdown. Arsenic and lead were looked into due to large concerns. The MATES V study includes a variety of information about these pollutants and includes spatial maps.
EWG Meeting #16	Hector de la Torre, Ex-Officio		03/25/24	Issues with community health includes environmental, population health, prevention for individuals. The GCCOG works in five areas. Transportation, housing and homelessness, economic development, environment, and health and wellness. They are looking for partners for health and wellness. There are multiple programs for air quality. SoCal REN is GCCOG-wide and the Regional Climate Collaborative covers the 710 Corridor. AB617 is used to target emissions in a defined area and create mitigations for the pollution in that area. Four of the state 19 target areas are located along the 710. There are not a lot of health or wellness initiatives collectively. There are clinic networks in Long Beach and the southeast cities that are doing good work. We have a lack of hospitals in this area.	That was a lot, thank you.
EWG Meeting #16	Alberto Campos, SELA Collaborative		03/25/24	Social determinants of health and access to health come to mind. Communities are very concerned about equitable and immediate access to healthcare, especially when it comes to asthma. Education for community health is also important. SELA Collaborative is partnered with GCCOG. Concern about the heat island effect and addressing through the tree canopy. Lower LA River Para Todos campaign looks at equitable investments in the region - SELA Collaborative is engagement arm of that campaign. This looks at the investments that are coming in on 1.5 miles on both sides of the river and what can be done to help improve the quality of life, economic justice concerns, workforce development, housing, and addressing homelessness. Climate Resolve and cool technologies/cool pavements - we were recently introduced to this topic.	Susan Ambrosini added information about cool pavements. New paving material technologies that help reduce the temperature. Susan added information about Climate Action Plans. Cities use Climate Actions Plans that address urban heat island and could be used for finding program and project ideas. Climate Action Plans go through a public outreach process and usually have a good amount of community support. Climate Action Plans from cities could be used to identify potential synergies with projects.
EWG Meeting #16	Sylvia Betancourt, LBACA		03/25/24	Issues associated with community health - children with asthma, what are barriers to health and social determinants of health. What are the ways in which our families can thrive - safe and affordable housing, clean air and water, good jobs. Central to our work is outpatient continuum of care for children - linkages to clinics along 710 corridor. Community health is not just about the absence of being healthy but about being able to thrive. We provide education to clinicians and providers. Also, I sit on the board of the LB Health Dept. and we are part of CEHAJ. Many of our organizations are connected to the Port or rail. Link to Exide and the northern part of the corridor. When we layer that on to impacts for the 710, that's a huge impact.	Thank you, it's helpful to hear about the work you've been doing in the community. Very impressive.
EWG Meeting #16	Alberto Campos, SELA Collaborative		03/25/24	We are partnering with USC-Keck Medical School on a 5-year study to identify what are the implications of adopting electric vehicles in communities like East LA. We are ready to start focus groups soon. Goal is to research the limitations, motivations, and barriers for residents on adopting electric vehicles.	We definitely want to keep tabs on that research.
EWG Meeting #16	Phyllis Ollison, CLC Compton		03/25/24	I think you said this study found that for every one electric vehicle, you reduce one trip to the ER for asthma, is that correct?	Alberto Campos responded that this was preliminary data from the USC research team. They had looked at EPA monitors in the state. They were counting how many electric vehicles in one zip code and how many asthma related ER visits.

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
EWG Meeting #16	Fernando Gaytan, Earthjustice		03/25/24	I appreciate the thoroughness of the presentation. I appreciate you uplifting community health, it needs to be at the forefront. It can be a very broad topic. I'd encourage Metro to think about community health from an equity perspective, in the context of repairing past harms and creating community benefits. Caution against adopting community programs if the community is skeptical. Can we parse these out? Call these more of an obligation instead of a benefit. Making sure we have opportunities for residents to participate in outdoor activities without further impacts. Making sure we offer for local training and hire for zero emissions. Making sure folks feel protected from displacement. CEHAJ are at the forefront at looking at health and issues in the corridor. Thanks to Supervisors Hahn and Solis, the County is looking into providing support.	Susan Ambrosini noted the broad interpretation of community health in the last few responses. Keeping the definition broad and focusing on preventative measures that contribute to community health.
EWG Meeting #16	Maria Reyes, CLC		03/25/24	My name is Maria Reyes. Last time I was part of the CLC meeting, I was very concerned about community health. I voiced my interest in clinics. It takes very long at these clinics. Security and mobility are also priorities. I also want to see air quality and zero emissions.	
EWG Meeting #16	Irma Lopez, CLC		03/25/24	My name is Irma Lopez. It's very important that these resources come to the cities in a fair way. We need action. Maybe we need air purifiers in homes and schools. The money should reflect the communities concerns to help alleviate our issues. We want the resources to be visible. The resources are given to the organizations and they are not reflected in the community, we can't see the actions or air getting cleaner. I want to be able to touch that change.	
EWG Meeting #16	Phyllis Ollison, CLC Compton		03/25/24	I worked in health care for 20 years. One of my concerns is access to health care. To me, health care is all about making sure everyone has access. Lots of people do not have access to health. Community health means that everyone has access to healthcare. This is why arsenic stuck out in the previous slide. Asthma can be resolved with clean air, clean water, and good food. High quality health, mental, and social are components of what makes up good community health.	Susan Ambrosini commented that the broad interpretation of community health is important because it touches on mental health and aspects that are not physical.
EWG Meeting #16	Tiesha Davis, CLC		03/25/24	Need to think about people who are homebound as well, how they can access the healthcare resources they need. People who have access to additional support and advocacy on their behalf.	
EWG Meeting #16	Jennifer Ganata, CBE		03/25/24	One of the programs CBE has been working on is thinking about what Just Transition looks like - stopping extractive economies, the use of fossil fuels. How do we get more folks using public transportation and how do we make public transportation more accessible? Aligns with Metro's work. One of the challenges - how do you get meaningful public participation in those spaces? This process requires a lot of time. if we put more emphasis and energy on community led solutions, we could have more progress in thinking about active transportation in SELA, how do we move away from emphasis of having a car. We can center communities in those conversations, it demands a huge cultural shift. Including disability justice issues, energy justice issues - those are opportunities for Metro in the Corridor beyond just looking at what the 710 can do.	
EWG Meeting #16	Sylvia Betancourt, LBACA		03/25/24	The major challenge for us is a question of addressing the source of the pollution. When children go home from the ER, they go back to a home/neighborhood/school where they continue to breathe dirty air. How do we protect children and their health with continued exposure to pollution? Beyond that, there's always capacity and funding, like any organization that relies on funding. But more than anything, the challenge is addressing the problem at its source. Principally, really is about protecting children from continued exposure to pollution after leaving the hospital.	Susan Ambrosini commented that future meetings will explore this question.
EWG Meeting #16	Marlin Dawoodjee Vargas, LBACA		03/25/24	A challenge that I've noticed - we are very community based, on the ground doing the work. when we're doing more technical work, or working on policy, lack of meaningful community engagement has really been an obstacle. If these are centered around being for community, it's critical that they are involved every step of the way. A clear understanding of how their input is being acknowledged and addressed through the project, and how it's being addressed at the root cause. Continuing community engagement where community members are actively participating and have their opinions being heard.	Susan Ambrosini commented that future meetings will explore this question.
EWG Meeting #16	Janeth Preciado Vargas, CBE		03/25/24	As an organizer, a lot my job is plugging in youth and the community generally. I've noticed that it's hard to digest a lot of text or materials, especially with the Investment Plan. I'd be interested in looking at/reviewing materials and making sure they are community-friendly.	Susan Ambrosini had commented on how to better define the roles and interest for future working group meetings.
EWG Meeting #16	Irma Lopez, CLC		03/25/24	It is very important for me to learn more about each role and decide how my input would be most productive. will need more time to think about it, but thank you	
EWG Meeting #16	Sylvia Betancourt, LBACA		03/25/24	I'm a little nervous about making any commitments. I wish this conversation would have happened earlier in the process. I want to make sure that what we had envisioned really does happen. When we look at the roles, we want to be involved in everything. Ensure that the program is well designed and involves colleagues that have experience in these areas. Hard to make a commitment not knowing what the working groups will involve, but lean towards leading or collaborating.	
EWG Meeting #16	Sylvia Betancourt, LBACA		03/25/24	KeAndra: What other information would be helpful in making the decision of whether to participate? Sylvia: How often these meetings will take place, whether it will be virtual or in person? Will there be a timeline? Is there a beginning and end point, so we know what we're working toward?  My initial thoughts on merging air quality and environment - I would want there to be a specific emphasis on Health, but will need to give that more thought. I really appreciate how you're facilitating this meeting sort of like a focus group, but will need to give these more thought.	Susan Ambrosini asked the attendees what they prefer in terms of format for the working group. Do they want in-person or online, and if the meetings should be held during the day or evening. Susan asked if this should be an established membership or open participation format. She also asked the group about whether the Air Quality and Health Working Group should merge with the Environment Working Group.
EWG Meeting #16	Maria Reyes, CLC		03/25/24	I was thinking about the working groups. These will reinforce how we can advocate for projects that were not included or things we wanted to see in the investment plan.	

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
EWG Meeting #16	Fernando Gaytan, Earthjustice		03/25/24	Just a thought - some of the apprehension we may be hearing may be related to, again, the fact that folks are still combing through the 200+ page investment plan carefully, and wanting to provide thorough analysis on the projects that are being proposed. Part of the working group structure may be some unequivocal clarity that by participating in these Working Group meetings you aren't inherently endorsing everything in the Investment Plan or the programs that are currently on the list.	Michael Cano responded that they recognize they are bringing on people with different viewpoints. By participating, attendees are not signing off on every single item that is happening. They are trying to gather the right voices and expertise in helping to bring good recommendations, funding opportunities and strategies.
EWG Meeting #16	Marlin Dawoodjee Vargas, LBACA		03/25/24	Referring to the first question, I think having an established membership would allow us to have a core group. But having it open to the public would also be helpful to have it centered on community engagement.	
EWG Meeting #16	Jennifer Ganata, CBE		03/25/24	Here is the DTSC website on the Exide cleanup <a href="https://dtsc.ca.gov/exide-home/">https://dtsc.ca.gov/exide-home/</a>	
EWG Meeting #16	Jessica Medina		03/25/24	Here is the LACDPH site: <a href="http://publichealth.lacounty.gov/eh/chromium6/">http://publichealth.lacounty.gov/eh/chromium6/</a>	
EWG Meeting #16	Jennifer Ganata, CBE		03/25/24	<a href="http://publichealth.lacounty.gov/lead/">Here is information on lead safety from LA County http://publichealth.lacounty.gov/lead/</a>	
EWG Meeting #16	Jennifer Ganata, CBE		03/25/24	<a href="https://www.epa.gov/lead/final-strategy-reduce-lead-exposures-and-disparities-us-communities">This is the Federal EPA's guidance on reducing lead https://www.epa.gov/lead/final-strategy-reduce-lead-exposures-and-disparities-us-communities</a>	
EWG Meeting #16	Hector De La Torre, TF Ex-Officio		03/25/24	CARB approved a phaseout of all decorative Hex Chrome facilities over the next few years.	
EWG Meeting #16	Aryeh Cohen		03/25/24	Thanks for sharing this info, Jennifer and Hector!	
EWG Meeting #16	Phyllis Ollison, CLC		03/25/24	Thanks for the links Jennifer. Thanks for the update Hector.	
EWG Meeting #16	Alberto Campos, SELA		03/25/24	<a href="https://www.climateresolve.org/">https://www.climateresolve.org/</a>	
EWG Meeting #16	Hector De La Torre, TF Ex-Officio		03/25/24	Reflective surfaces for roofs and cool pavement to reduce the heat island effect, 1-2 degrees	
EWG Meeting #16	Jennifer Ganata, CBE		03/25/24	I would also look into your city's EJ Element (SB 1000)	
EWG Meeting #16	Alberto Campos, SELA		03/25/24	<a href="https://www.myvotemyhealth.org">Another campaign SELA Collaborative Supports: https://www.myvotemyhealth.org</a>	
EWG Meeting #16	Alberto Campos, SELA		03/25/24	<a href="https://vialeclimateconnections.org/2023/09/Electric-vehicles-may-improve-a-communitys-health/">Electric Vehicles may improve a community's health https://vialeclimateconnections.org/2023/09/Electric-vehicles-may-improve-a-communitys-health/</a>	
EWG Meeting #16	Alberto Campos, SELA		03/25/24	I have to jump to another meeting. Thank you for this fruitful discussion.	
EWG Meeting #16	Tiesha Davis, CLC		03/25/24	I think people need to see beyond the 710 and into the communities	
EWG Meeting #16	Tiesha Davis, CLC		03/25/24	Question 1 Response: 1-Collaborate 2-Lead 3-Advocate  Question 2 Response: 1-Collaborate 2-Lead 3-Advocate	
EWG Meeting #16	Phyllis Ollison, CLC		03/25/24	I'm unable to determine my role without knowing the subject matter. Evening [meetings are preferred]	
EWG Meeting #16	Sylvia Betancourt, LBACA		03/25/24	Day time meetings are preferred	
EWG Meeting #16	Tiesha Davis, CLC		03/25/24	Question 3: I agree with the speaker. Also established then open once things are finalized.	
<b>CLC CMIP Workshop</b>					
CLC CMIP Workshop, Table 2	Guadalupe Arellano		03/22/24	With the name Corridor Mobility Investment Plan, it's not really an investment plan. We have a huge history with pollution, the increase in traffic. There's a lot to reckon with. This doesn't feel like a reparation.	"Investment Plan" derived from state requirement to get funding for congested corridors. You have to have a comprehensive CMCP (corridor mobility comprehensive plan). We can name it something else, but submit it still as meeting the CMCP requirements.
CLC CMIP Workshop, Table 2	Dan Wamba		03/22/24	I kind of get bogged down in the community based improvements which look very powerful in the report. There's a whole list of things. I don't yet have a tangible feel for the community programs. It would help if there were examples to point to.	
CLC CMIP Workshop, Table 2	Guadalupe Arellano		03/22/24	Where I see charging infrastructures in the community, they have been vandalized. The data isn't supporting what's happening.	
CLC CMIP Workshop, Table 2	Dan Wamba		03/22/24	What about off road vehicles? I was looking at a video today that said about 30% of emissions are from bulldozers, bobcats, etc.	The state has a requirement that off road equipment will have to get clean. Our plan doesn't specifically point that out because it's a state regulation. It's kind of a background condition. Perhaps we should point that out in our final document.
CLC CMIP Workshop, Table 2	Guadalupe Arellano		03/22/24	You should also point out the sites for these charging station infrastructures.	The process of identifying sites is going to be done in tandem with communities. They need to be in places that don't harm the community but also in convenient enough places for truckers to use them.
CLC CMIP Workshop, Table 2	Guadalupe Arellano		03/22/24	Do we have a funding source for the programs covered in Supervisor Hahn's/board of supervisor motion?	I don't believe specific funds have been identified for that yet.  The community programs, the money we're providing is a catalyst. There's funding we know is controlled by local cities, funding provided by regional partners. The goal is to use the funding we have so that each program has a clear mission, clear approaches, data planning, etc. so that each program is self sustaining. We don't want them reliant on Metro money because so many programs won't qualify. It's why the County is such an important partner because they bring funding we can use. Our plans are usually just transportation focused. We're going to take an active role of bringing everyone to us so that funds can go farther.
CLC CMIP Workshop, Table 2	Guadalupe Arellano		03/22/24	How are the working groups going to be involved in community programs?	Participants are going to be expanded. LA Health County currently, for example, isn't involved in our Task Force, but they will be invited into the working groups as strategic partners. Local cities will be brought in as well since they will fund many of these programs (especially those that deal with land ownership). We have all the experience in the world for the transportation programs, we need partners for these programs.
CLC CMIP Workshop, Table 2	Dan Wamba		03/22/24	I appreciate that your scope for the community programs is looking out towards potential partners.	We want to develop a special relationship between opportunities with the Ports/workforce development/etc. and the Corridor residents. We want opportunities to be geared towards residents versus just an open call.

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
CLC CMIP Workshop, Table 2	Guadalupe Arellano		03/22/24	What will the working groups be like?	Right now the working groups are open. We don't want to be excluding people. We aren't quite sure what each working group is going to look like. We are open to feedback in terms of how to structure the working groups. What is the structure, what is the charter, what is the mission? We will need to define these things.  In the Plan, the working groups are a kernel of an idea  The CMIP establishes the basis of the working groups and that once the Plan is adopted, Metro will go forth and figure out how to implement the groups.
CLC CMIP Workshop, Table 2	Dan		03/22/24	The working groups should be diverse.	I think that's something we can make explicit. We're excited about tapping into a lot of good things that are happening in the Corridor.
CLC CMIP Workshop, Table 2	Dan		03/22/24	Talking through the community programs and working groups makes me more comfortable with it.	
CLC CMIP Workshop, Table 2	Dan		03/22/24	Community programs don't lend themselves as well to tools like the Dashboard. There's a lot to it.	
CLC CMIP Workshop, Table 2	Garate		03/22/24	I'm learning a lot from this discussion and listening to everyone's perspectives.	
CLC CMIP Workshop, Table 2	Guadalupe		03/22/24	The heat maps are a good visual summary of the needs of the Corridor	The map also only shows the number of projects, not the cost/funding.
CLC CMIP Workshop, Table 2	Tiesha		03/22/24	I can't fully jump on board because I'm from San Pedro and we only have one project. The way the money is going to be invested feels one sided. I advocated the entire time to change things for San Pedro and it was overlooked.	When you say just 1, is that with the understanding that there are 16 or so projects that impact San Pedro positively?
CLC CMIP Workshop, Table 2	Tiesha		03/22/24	I'm not sure I know that San Pedro has so many positive projects.	Amber showed Tiesha the list of San Pedro projects.
CLC CMIP Workshop, Table 2	Tiesha		03/22/24	Overall the Investment Plan is fine, to my knowledge.	
CLC CMIP Workshop, Table 2	Dan		03/22/24	It's a thumbs up from me. The breadth of the Plan is amazing.	
CLC CMIP Workshop, Table 2	Alfonso		03/22/24	I am all for whatever helps our communities. The Plan looks good.	
CLC CMIP Workshop, Table 2	Guadalupe		03/22/24	Historically, I look back to our first meeting. Environmental impact was not addressed again. I would say 2016 is when they last tried to propose the revitalization of the 710 and we had to advocate against it. There was a huge environmental impact report that was done that we never got to see. Waiting a year, waiting 2 years, waiting 20 years is not going to help the people who are living with illnesses right now.	Are there things you would like to see changed? Or is it things you'd like to speed up?
CLC CMIP Workshop, Table 2	Guadalupe		03/22/24	Humphries bridge is dirty, there's trash strewn everywhere. The Plan says they want to extend it and that's going to impact freeway traffic.	
CLC CMIP Workshop, Table 2	Tiesha		03/22/24	How would you put a bridge back? That's going to cost more money. My biggest thing is how will the bridges be maintained?	
CLC CMIP Workshop, Table 2	Guadalupe		03/22/24	Expanding Humphries Bridge is not going to suit the residents.	My understanding of the project is widening the bridge to add sidewalk and bicycle lanes only.
CLC CMIP Workshop, Table 2	Guadalupe		03/22/24	By expanding or widening the Humphries Bridge, it gives more space to trucks.	We'll check, but my understanding of the project is that it is only for pedestrian and bicycle traffic.
CLC CMIP Workshop, Table 2	Guadalupe		03/22/24	I would rather see the Humphries Bridge money spent elsewhere. Widening the bridge won't clean it up. You can widen it as big as you want, some things are not going to change.	
CLC CMIP Workshop, Table 3	Kevin Shin		03/22/24	The 3 recommended added projects-how do they affect the budget numbers?	
CLC CMIP Workshop, Table 3	Sinetta Farley		03/22/24	When the recommendations are presented to the Metro Board. Will there be \$ amounts tied to the initial recommendations? Will we see that before?	
CLC CMIP Workshop, Table 3	Sinetta Farley		03/22/24	My priority is my community. I have a lot of issues in my community (East Rancho Dominguez/Compton). My apologies. You've got to take care of your home first. I missed a couple of meetings.	
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	I don't have specific questions about the working groups. I am interested in seeing how they move forward. And to participate.	
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	I'm afraid I have a vision for a project, which is why I asked for Long Beach Boulevard and Atlantic last time. I picture Long Beach Blvd. having a bike lane, a bus lane, but the reality is the way the street exists, it's not going to happen. I'd like to understand what these projects will look like at the end of the day. This is a concern of mine. Reading about them is one thing. Visualizing them is another thing.	
CLC CMIP Workshop, Table 3	Dora Cervantes		03/22/24	If they implement bike lanes-fire and ambulance won't have enough space to move forward to the accident location. There will be a conflict with the traffic and the bike lanes.	
CLC CMIP Workshop, Table 3	Kevin Shin		03/22/24	Those complaints aren't valid. Fire trucks are able to roll over all infrastructure. They can use bike lanes. Even if there are dividers. There isn't significant impact. The goal is to encourage more people to not drive. Give people alternative options to driving.	
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	What about a 2 way bike lane?	
CLC CMIP Workshop, Table 3	Kevin Shin		03/22/24	It would be double the width.	
CLC CMIP Workshop, Table 3	Dora Cervantes		03/22/24	In some places, they put a divider. You cannot go over. If you are driving you cant move to the right.	
CLC CMIP Workshop, Table 3	Kevin Shin		03/22/24	The fire trucks can roll over those. The design of these materials. They are intended to be run over by emergency vehicles.	
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	There is an element of coordination too.	Minimum clearance requirements. Minimum width requirements. You can't design something that would make it impossible for an emergency vehicle to turn, move through.
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	Long Beach Blvd. is a freight corridor. The lanes need to be a certain width to accommodate trucks.	
CLC CMIP Workshop, Table 3	Dora Cervantes		03/22/24	I live near Long Beach Boulevard. I noticed they are renovating in the median. They are taking space where one will drive.	
CLC CMIP Workshop, Table 3	Sinetta Farley		03/22/24	In Long Beach, there is a median from Anaheim to Ocean in downtown.	
CLC CMIP Workshop, Table 3	Sinetta Farley		03/22/24	Curious about projects in East Rancho Dominguez. Alondra off the 710. (Project 0120)	
CLC CMIP Workshop, Table 3	Kevin Shin		03/22/24	The presumption is that the jurisdictions will work with Metro on these projects.	Some cities will have resources to assist. With this effort, we can think about ways to help cities work with Metro towards implementation.

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
CLC CMIP Workshop, Table 3	Sinetta Farley		03/22/24	I'm thinking about an LA County Project that is being implemented in Compton. We're concerned in E Rancho Dominguez. The county has a lot of money, but city of Compton doesn't. We are looking at whether where county will complete the area. Compton Boulevard. City will do its part, and county will do its part. We are looking to see if this is going to happen.	Start up Fund-help jurisdictions that need capacity.
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	Will Metro step up for the city. (re Technical Assistance)	It will come in different ways. Metro may pay for a consultant to assist. Metro may assist directly. A lot of time-TA is fcfs. This is not the case for this fund. Combination of direct staff and consultant resources. We are looking to working groups to help shape this.
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	Referred to map (the darker the color) cities that need more help?	Green outline -communities -EFC's. Still very much in the air. Cumulative impact - high asthma, etc. This is still very much an open discussion. Another criteria-community may have corridor wide projects, but not specific projects for community.
CLC CMIP Workshop, Table 3	Esmeralda Hernandez		03/22/24	How much are we investing in green space? Where we will see this?	Some complete streets projects include greening. Community Programs-separate urban greening. In Community Working Groups-urban greening project funding within funding of projects.
CLC CMIP Workshop, Table 3	Esmeralda Hernandez		03/22/24	Atlantic off the 710. Those trees are always on fire. They are palm trees-don't provide shade.	Urban Heat Island --- tree canopy is of focus. Engineered soil-expand tree well. Movement-how to make trees thrive in an urban environment.
CLC CMIP Workshop, Table 3	Kevin Shin		03/22/24	Re Urban Greening. Is there a more holistic approach-trees, inclusion of bios wells. Is there a standard -new projects? As opposed to previous funded projects?	Usually built into funding. Urban Greening Program-might be a good opportunity to work with cities-tree requirements.
CLC CMIP Workshop, Table 3	Esmeralda Hernandez		03/22/24	Will we be seeing a draft of that? How much Green Space is anticipated amongst the investment projects?	For projects that have a design for, we can see this. For modal projects-haven't been designed. CLC and public will be able to shape the project. Consistent w sustainability and greening principles. That's why it is important we remain involved. Timeline will vary. We can potentially have this for the initial investment projects.
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	Is there a minimum tree size that Metro has? Tree that's a stick and then it dies. Metro have a rule?	Tree replacement policy. Some direction-implement trees that are taken down by Metro. Jurisdictions may not necessarily follow policy. This can be part of the community program designs. Sometimes more small trees will be planted.
CLC CMIP Workshop, Table 3	Kevin Shin		03/22/24	Argument is that most of these jurisdictions wont be able to maintain trees.	
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	There is no mechanism for the finance to plant a certain gallon tree?	There is a minimum box/tree size for the development. Trees will get maintained by private property owner adjacent. With exception of city property-city must maintain.  2022. Metro adopted tree policy. 2 for 1 (take down 1 plant 2), Parklets. If project isn't able to commit, fee. Community Engagement is required. Private/public partnerships-maintenance.
CLC CMIP Workshop, Table 3	Dora Cervantes		03/22/24	City of Vernon-city was giving homeowners trees. City staff came to our homes to plant the trees.	
CLC CMIP Workshop, Table 3	Esmeralda Hernandez		03/22/24	Where I live they put a concrete park in South Gate going into Downey. Stick trees. Decorate. Our community has asthma. We're putting more concrete down. This isn't helping.	
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	I work in the dept w the guy that plants trees in LB. They need certain amount of water the first couple of years. But if they aren't maintained, they die.	
CLC CMIP Workshop, Table 3	Marcos Lopez		03/22/24	It would be neat to help cities maintain trees.	
CLC CMIP Workshop, Table 3	Esmeralda Hernandez		03/22/24	Holding meetings to let community know they can help maintain trees would be helpful.	
CLC CMIP Workshop, Table 4	Marlene Sanchez		03/22/24	Why don't they use simpler words? Too many technical words.	That's why we're here, to clarify.
CLC CMIP Workshop, Table 4	Marlene Sanchez		03/22/24	Porque usamos la palabra "cariles"	
CLC CMIP Workshop, Table 4	Maria Reyes		03/22/24	You have heard us but, Some projects have not been taken in consideration like 0158 Project, Del Amo. have been dreaming of change for 30 years. mas importancia en el movimineto de mercancia. Los carriles en el 710 auxilaries que es tu contexto. Van a reorganizar los existentes? 405 a 710 - esta feo. not enough room to merge to freeways. Thank you for listening because we are collaborating together with these challenges on the freeways. (La 103 tambien los carriles.) WE have the experience, we have the knowledge, we have lived everywhere, we know what makes us sick, we're living it.	
CLC CMIP Workshop, Table 4	Irma Lopez		03/22/24	is what way can money be out in organizations to sustain public health. If they will be monitoring public health with these projects. The CLC deserves the money, there's no improvement in the air. Where is the money going? I'm very considered about public health.	Working groups is the answer and that's what Metro is supporting. Metro is putting about 40M to support cities like Bell Gardens, etc. This is how its going to be supported and adding these groups to implement concerns of the CLC. How are we going to protect these concerns? (working groups) Every step you will be able to see, we will be giving you all emails about any changes and where the money is going. We expect you to see how we work and reply because it is a project you were concerned about.
CLC CMIP Workshop, Table 4	Maria Reyes		03/22/24	Can the money go to employ people in the community?	
CLC CMIP Workshop, Table 4	Maria Reyes		03/22/24	They don't give us nothing for our time at USC or UCLA when we join them for events.	a good percentage can be trained to organize these programs. (workforce development)
CLC CMIP Workshop, Table 4	Yesnia Lopez		03/22/24	In Bell, we need lights near the bridge, I live near 710. My glass windows is full of black particles. I have asthma. we went to an event and these people said that there needs more bike lanes, they have run them over already. Talk to the youth too so they can tell you what they need in their community.	
CLC CMIP Workshop, Table 4	Esdira Leva		03/22/24	There's a lot pollution. The cars are full of black particles. My daughters have been suffering from asthma. We didn't know there was so much pollution years ago. I would love there not to be some contamination. In the 710, (it's Florence entrance) is so dangerous to merge in.	
CLC CMIP Workshop, Table 4	Irma Lopez		03/22/24	Emphasis on electric vehicles, no more diesel and gas cars. Regarding displacement, so that we can't lose our homes,	
CLC CMIP Workshop, Table 4	Maria Reyes		03/22/24	In every tree in Long Beach, when they take them off they replant them.	Every city they have to see every regulation where money goes to. If they are taking money, Metro has to see where the money goes.
CLC CMIP Workshop, Table 4	Luis Mesa		03/22/24	Where is 50M going to (Florence Ave bridge)? Is it only going to the bridge or all the corridor? The Gage Avenue bridge-- is that project being included with this one? Is that going to be temporary fix for the Gage bridge? These projects take so much. How long will they take? Why do they take so long? Too many times we see that many projects are not taking long and not being fixed, they see other people's salaries and they don't see the projects being done.	
Phone					

Source	Stakeholder Name	Organization/ Affiliation	Date	Comments	Response
Hotline	Unknown	Vista Veranda Senior Living (Resident)	03/12/24	Cannot join the Paramount meeting, but he wanted to let us know that his priority is affordable housing, which is needed in Long Beach and the area.	N/A (M. Cano attempted returning call but living center could not track down resident)
<b>CBO-Led Meetings/Events</b>					
Tower of Faith Evangelistic Church Me	Michelle Easley		03/03/24	Is train maintenance being addressed? Is train safety/security being addressed?	
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	I am concerned about the land / space it will take for electrical recharge stations. Can you provide more information about roundabouts? (traffic circles) - it seems to separate the street and all the concrete would take away from the flow of traffic.	
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	Please fix the streets and have clean and secure bus stops.	
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	What is the money spend to make trains safer?	1) slower, 2) quad gates, 3) more notification/signals to alert the train is approaching, 4) there will be more meetings for Blue Line projects
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	Will there be sheriffs on the buses?	1) Metro will have transit security, 2) BOD will determine Sheriff/LAPD involvement, 3) Ambassador program
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	I used to be a train rider, but maintenance was an issue. The blue line broke down a lot. Will money go towards maintenance?	1) money is going towards capital improvements / new equipment. 2) "New Blue" project (from years ago) made these improvements
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	What's going to stop homeless from riding on trains? Mental health, transportation, and security are issues	There will be more staff offering services to help, not enforcement
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	Security should stop people from sleeping and riding end-to-end on trains	Metro can't kick people off the train that paid, only at the end of the line
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	Who will be getting jobs for these projects?	Metro is making an effort to hire from the local community / workforce development programs
Tower of Faith Evangelistic Church Me	Anonymous Attendee		03/03/24	How will Metro make it safer for people to ride the bus?	Answered similarly above