



Long Beach-East Los Angeles Corridor Mobility Investment Plan

Community Leadership Committee (CLC) Meetings #12 Summary

February 23, 2023



Attendees

Project Team

Michael Cano, Countywide Planning and Development Executive Officer, Metro
 KeAndra Cylear-Dodds, Equity and Race Executive Officer, Metro
 Lilian De Loza Guitierrez, Community Relations Director, Metro
 Erika Morales, Partner, Morales + Morales, Inc
 Amber Hawkes, Co-Director, Here LA
 Shannon Davis, Co-Director, Here LA
 Serena Powell, Fellow, Here LA
 Melissa Holguin, Senior Project Manager, Arellano Associates
 Susan DeSantis, Senior Project Manager, Arellano Associates
 Laura Herrera, Deputy Project Manager, Arellano Associates
 Samantha Sosa, Project Coordinator, Arellano Associates
 Adrian Farran, Project Coordinator, Arellano Associates
 Trey Grogan, Project Coordinator, Arellano Associates
 Robert Cáliz, Cal Strategic Management
 Julie Rush, Senior Manager Transportation Planning, AECOM
 Alice Tyree, Caltrans District 7

CLC Members

	Name	Jurisdiction	In Attendance 2/23 (22 Members)
1	Luis Mesa	Bell	Y
2	Natalie Rubio	Bell Gardens	Y
3	Emmanuel Godinez	Boyle Heights	
4	Fa'alagilagi (Langi) Meni-Siliga	Carson	Y
5	Alfonso Garate	Commerce	Y
6	Phyllis Ollison	Compton	Y
7	Miyuki Gomez	East Los Angeles (unincorporated)	Y
8	Guadalupe Arellano	East Los Angeles (unincorporated)	Y
9	Kathleen Barajas	East Los Angeles (unincorporated)	Y
10	Sinetta Farley	East/Rancho Dominguez (unincorporated)	Y
11	Jose Rodolfo Vallejo	Huntington Park	Y
12	Dan Wamba	Lakewood	Y
13	Marcos Lopez	Long Beach	Y
14	Maria Reyes	Long Beach	Y
15	Marlene Sanchez	Long Beach	Y
16	Elizabeth Zamarripa	Lynwood	
17	Aide Castro	Lynwood	
18	Jamila Cervantes	Maywood	Y

19	Andres Duarte	Montebello	
20	Kevin Shin	Signal Hill	Y
21	Esmeralda Hernandez	South Gate	Y
22	Viridiana (Viri) Preciado Cervantes	Walnut Park (unincorporated)	Y
23	Tiesha Davis	Wilmington/San Pedro (San Pedro)	Y
24	Manuel Arellano	Wilmington/San Pedro (Wilmington)	Y
25	Dora Douglas	Vernon	Y
26	Susan Adams	At Large/Compton	Y

The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans District 7 initiated the Long Beach-East Los Angeles Task Force (LB-ELA Task Force) to develop a community-supported, regionally significant, multimodal approach to addressing major mobility, safety, air quality, and equity needs for moving people and goods through the LB-ELA Corridor between the Ports of Los Angeles and Long Beach and State Route 60. The Community Leadership Committee for the project will inform the Task Force, coordinate with other decision-making bodies, and help move the project forward.

Community Leadership Committee Meetings #12 for the *Long Beach – East LA Corridor Mobility Investment Plan* was held on Thursday, February 23, 2023. The intent of this meeting was to: (1) Provide the Task Force Meeting recap (2) Discuss CLC membership (3) Explain typical stages of a project from conception to implementation.

Meeting Summary – Meeting #12

➤ **Introductions, Welcome, Agenda Review, Meeting Objectives**

- Co-facilitator, Erika Morales welcomed attendees and provided an overview of the agenda, along with an introduction to the project team.
- Dilia Ortega spoke about CLC member Martha Fiero, who recently passed away. A moment of silence was held to honor Martha Fiero and CLC members were given the chance to share remembrances and thoughts.
- After the moment of silence, Erika conducted a CLC roll call. There were 22 CLC members in attendance.

➤ **Membership Discussion**

- Co-Facilitator Shannon Davis discussed that CLC Member Kevin Shin from Signal Hill has moved to San Pedro. Shannon brought up this topic for CLC discussion and brought up the idea of Kevin remaining on the CLC as At-Large member.
- Kevin Shin informed the CLC of his professional background and expressed his desire to remain a CLC member.
- CLC members who spoke or added comments into the chat unanimously supported Kevin as the At-Large CLC representative.
- A CLC Member asked if someone from Signal Hill would replace Kevin if he becomes an At Large member.

- *Additional members will not be brought in because of where we are on the project timeline.*
- CLC Member Susan Adams motioned to approve Kevin's as At-Large CLC membership. The motion was seconded by Manuel Arellano, with no objections.
- Erika Morales then shifted the conversation to Cudahy membership. Because of Martha Fiero's recent passing, Cudahy currently does not have CLC representation. Irma Lopez, a resident of Cudahy, has expressed interest in becoming the CLC Cudahy representative.
- Erika presented background information on Irma to the committee.
- CLC members who shared comments in the meeting unanimously supported adding Irma as Cudahy representative.
- Irma shared her passion for being an active participant in her community, while also honoring her friend's involvement.
- An official vote is not needed for CLC approval of Irma Lopez' membership. Irma has been actively involved with the CLC and has attended the majority of the CLC meetings as a member of the public.
- The CLC membership changes for Signal Hill, the At-Large seat, and Cudahy will be brought to the Task Force for approval/notice.

➤ **Agenda Item #1: Task Force Meeting Recap**

- Shannon Davis discussed the Task Force's recent meeting. The Task Force reviewed CLC comments (as well as comments from the Working Groups) about the Initial Project List, along with changes that were made to the Initial list by the technical team, in response to comments received.
- In addition, the Task Force heard CLC input about how projects and programs should be evaluated, designed, and implemented. There are 5 new projects in the Initial List and 18 new features/clarifications. The Initial Project List will now move forward into the next phase of the project: Evaluation.
- Shannon shared the CLC comment summary slides that were shown to the Task Force.
- CLC Comments and Questions
 - What are we evaluating?
 - *We will be evaluating the projects and programs that are now on the Initial List.*
 - How many projects will there be in the final assessment?
 - *All 300 currently included projects will be carried forward to evaluation. Then it will be up to the committees to decide which ones should be included or eliminated.*
 - Ultimately what is the number of projects, 10 or 50?
 - *There is no fixed number. The next step is evaluation.*
 - Projects need to be safe and followed through to completion. Additionally, how much traffic will be caused by each project?
 - *The evaluation process will give us an opportunity to highlight the most important projects, like those that improve safety and the environment, etc.*
 - Projects look great but are they going to redo plumbing, gas, water, and other underground infrastructure/utilities, for each project?

- *What is included varies project-by-project and the responsibility falls on the sponsoring agency or city to take the lead on those efforts, if such changes are necessary.*
 - *Projects will need collaboration with local governments, and potentially state or federal stakeholders.*
 - *Infrastructure needs will vary project by project but communication and collaboration between stakeholders will be critical moving forward.*
- Be careful with the wording when translating from English to Spanish on the Project List. Some of the words are not using a correct translation.
 - *The project team will follow up the CLC members who have brought up this issue.*
- It might be better if meetings are held in Spanish (as separate meetings).
 - *There is live translation provided in all CLC meetings. Meetings are held in both English and Spanish at the same time, so that everyone can hear from everyone else, rather than holding separate meetings.*
- A separate CLC member added that they have no issues listening to the meeting in a Spanish translation. Although the translator often has to speak quickly, which can make it hard to take notes.
- When are we going to scale back projects that are outside our scope and start looking at the realistic projects that can be supported with available funding?
 - *We will start this process over the summer but now we are starting with identifying evaluation criteria at this time. In the fall we will then start prioritizing and scoring projects, and then discussing what the reduced final list looks like. The final list will give us the building blocks for a draft Investment Plan that will be reviewed with CLC before becoming final.*
 - *The initial list represents all of the ideas that were gathered from the community and stakeholders over recent weeks. The evaluation of the Initial List will ensure that projects match the overarching project goals and vision, and then the selection process will occur. Please note that this current Initial List is not the Final List. These ideas, projects, and programs, have to be evaluated.*
- I thought that the process would be faster, in terms of projects included and process for moving the list forward.
 - *Thank you for the feedback. This is a very complex process. We received many different types and scales of projects and ideas. We have many stakeholders and are trying to build consensus as we go in the process. We appreciate your patience as we continue along.*
 - *Each project has a different lead agency, for example, individual cities, LA Metro, etc. Not all projects will be completed and funded by LA Metro. The projects and programs all have different timelines for implementation, as well.*
- Public Comment
 - No comments

➤ **Agenda Item #2: How Projects are Developed**

- Co-Facilitator Julie Rush presented five typical project delivery steps: planning, environmental, design, right-of-way, and construction.
- Each improvement project typically goes through each of these phases.
- Smaller projects without any major environmental issues can possibly pass through them quickly or avoid the environmental step altogether.
- For our project, we are currently in a planning phase (“Strategic Planning”). This is the first phase of a project.
- During the environmental phase, a project must be evaluated based on its environmental impacts. At this time, design is carried forward to about a 30% level. Public meetings are an important part of this phase. Projects are either approved or denied during this phase. Projects can also be adjusted to avoid or mitigate environmental impacts.
- Once project approval is achieved, the project moves into the design phase. During this phase, landscaping, signage, lighting, striping plans and other designs are created. Permits are also secured.
- Land that needs to be acquired is acquired during the right-of-way phase. Not all projects require land acquisition.
- Once right-of-way is acquired (if applicable), construction occurs. Construction can take a short or long time, depending on how it’s constructed and how large the project is.
- The five typical project phases were then further described, using existing projects as examples. including:
 - The Imperial Highway / Paramount Blvd Intersection Improvements Project
 - The Atlantic Blvd Complete Streets Project
 - The Wahington Blvd Reconstruction Project
 - The West Santa Ana Branch Light Rail Project
- CLC Comments and Questions
 - Will multiple sources for project funding be included in the project list along with potential cost? Is there something to make sure projects are completed on time and are sustained after completion? Additionally, what funding sources are necessary for the sustainability of a project?
 - *We may bring back a presentation to the CLC about funding. Costs are nailed down during the design phase. Securing funding also happens during the design phase.*
 - *How funding is secured also varies from project to project.*
 - *The goal of the Investment Plan is to create a framework that allows for and encourages projects to get funded over a period of time.*
 - As you chose a particular project, do you take into consideration communities that have been ignored and neglected in the past?
 - *The Strategic Plan should make sure moving forward that evaluation criteria emphasize equity and community histories.*
 - *There are also federal funding criteria that require that projects do not cause disproportionate impacts on communities of color.*
 - *LA Metro always looks at community involvement and fairness throughout project processes and ensures transparency.*

- *LA Metro uses equity planning and evaluation tools to prevent any potential problems. In addition, Metro requires equity assessments at certain points of a project.*
 - I may have missed it but does the environmental phase require a health impact assessment? If not, I feel that should be required.
 - *It is not legally required but some projects complete the assessment anyway. Some agencies complete a scoping process where public meetings are held to understand what studies could and should be done. Health Impact Assessments are most common with very large projects. For example, a health study would not be performed for a new bike lane.*
 - How do we know which projects are big versus small?
 - *Bike, pedestrian, intersection, and roadway projects are considered relatively small. Bigger projects include a new rail line, BRT (bus rapid transit), and complete streets efforts. Projects will receive cost estimates, which will help the CLC understand magnitude.*
 - I appreciate the equity discussion. In Commerce a bike lane was built that has caused safety issues. It is important to involve the community early and often.
 - Projects should not pass forward until evaluation criteria are approved by the CLC.
 - It is important to build sidewalks and safe/attractive Metro stations, I do not think some of them were well thought out in the past. We also need to make sure to use sound walls when necessary. Materials and machinery should not pollute our communities. We need to prioritize health and safety.
- Co Facilitator Julie Rush then discussed key project parties, including LA Metro, railroads, cities/unincorporated areas, Metrolink, LA County, Joint Power Authorities, Long Beach Transit, Caltrans, nonprofits, and ports.
- Example project categories were listed, along with a description of what agencies are typically responsible to lead the project and take it through the planning and design phases.
- CLC Comments and Questions
 - Can you elaborate on Lead Agency responsibilities?
 - *Lead agencies are responsible for developing the project. They are responsible for crafting environmental studies/documents and are ultimately the project approver.*
 - Where does the Washington project you discussed cover?
 - *The Washington project is already completed, and is shown here as an example to showcase typical project schedule. This project was completed in August 2018, and covered a 2.7 mile stretch along Washington Blvd. in the City of Commerce*
 - Is Metro responsible for bus stops?
 - *Local cities are primarily responsible for their bus stops, but sometimes Metro provides guidance on locations and can help with funding. Metro is only responsible for bus signs on sidewalks and furniture and shelters are provided by the cities. The only exception is for BRT (bus rapid transit), which Metro is responsible for implementing.*
- Julie Rush then presented how transportation projects rely on multiple sources for funding, using the Atlantic Blvd Complete Streets project as an example.
- Public Comments
 - No comments

➤ **Closing Remarks**

- The next Task Force Meeting will be Monday, 3/13/23, 5-7pm.
- The next CLC Meeting #13 will be Thursday 3/23/23, 5-7pm.
- An update on potential project tour dates is forthcoming and dates may change.
There will be two separate dates to allow people to attend both the north and south tours.