



Long Beach-East Los Angeles Corridor Mobility Investment Plan

CLC Meeting #9 Summary

November 17, 2022



Attendees

Project Team

Michael Cano, Executive Officer, Metro
 Ernesto Chaves, Highway Programs Director, Metro
 KeAndra Cylear-Dodds, Equity and Race Executive Officer, Metro
 Maria Hsin, Equity and Race Transportation Associate, Metro
 Lilian De Loza Guitierrez, Community Relations Director, Metro
 Amber Hawkes, Co-Director, 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, AECOM

CLC Members

Name	Jurisdiction	In Attendance
Luis Mesa	Bell	X
Natalie Rubio	Bell Gardens	X
Emmanuel Godinez	Boyle Heights	
Fa'alagilagi (Lagi) Meni-Siliga	Carson	X
Alfonso Garate	Commerce	X
Phyllis Ollison	Compton	X
Martha Fierro	Cudahy	X
Miyuki Gomez	East Los Angeles (unincorporated)	
Guadalupe Arellano	East Los Angeles (unincorporated)	
Kathleen Barajas	East Los Angeles (unincorporated)	X
Sinetta Farley	East/Rancho Dominguez (unincorporated)	X
Jose Rodolfo Vallejo	Huntington Park	X
Dan Wamba	Lakewood	X
Maria Reyes	Long Beach	X
Marcos Lopez	Long Beach	X
Marlene Sanchez	Long Beach	
Elizabeth Zamarripa	Lynwood	X
Jamila Cervantes (they/them)	Maywood	X
Amber Bobadilla	Paramount	
Kevin Shin	Signal Hill	X
Esmeralda Hernandez	South Gate	X
Viridiana (Viri) Preciado Cervantes	Walnut Park (unincorporated)	X
Tiesha Davis	Wilmington/San Pedro (San Pedro)	X
Manuel Arellano	Wilmington/San Pedro (Wilmington)	X

The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans District 7 initiated the I-710 South Corridor Task Force (710 Task Force) to develop a community-supported, regionally significant, multimodal approach to addressing major mobility, safety, air quality, and equity needs for moving people and goods through the I-710 South 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 Meeting #9 for the *Long Beach – East LA Corridor Mobility Investment Plan* was held on Thursday, November 17, 2022. The intent of this meeting was to: (1) Provide a preview of the upcoming Special Combined Meeting with the CLC and Task Force and (2) Hold a preliminary discussion on Evaluation Criteria relevant to the Multimodal Strategies, Projects, and Programs (before seeing the full project list).

Meeting Summary – Meeting #9

☒ Introductions, Welcome, Agenda Review, Meeting Objectives

- Facilitator, Amber Hawkes provided an overview of the agenda, along with an introduction to the project team, and a CLC roll call.
- Amber announced that four potential new CLC members may be approved by the Task Force in the upcoming Special Combined meeting on Monday, November 21st.

☒ Agenda Item #1: Special Combined Task Force and CLC Meeting Preview

- Facilitator Amber Hawkes mentioned that the next upcoming Task Force meeting will be a Special Combined Task Force and CLC Meeting on Monday, November 21st, in person at South Gate Park Auditorium (4900 Southern Avenue, South Gate, CA 90280). There will be a CLC and Task Force “meet and greet” with dinner from 5-6pm, followed by the meeting 6-8pm. In-person attendance is highly encouraged, though the meeting will also be available virtually. The meeting will be compensated for CLC (and Task Force) members.
- The Special Combined Task Force and CLC Meeting will cover:
 - CLC new member approval (4 seats)
 - MSPP (Multimodal Strategies, Projects, and Programs) update on feedback received
 - CEHAJ presentation
 - Goods Movement, Transportation, Labor, Business presentation
- Two Comments were shared during Public Comment after Agenda Item #1:
 - Thanking the CLC and the team for the process and input and encouraging people to continue participation.
 - (CLC Member) Asking about how money for projects will be distributed and spent, as well making comments that additional trees should be planted along the corridor and air quality should be addressed.

€ Evaluation Criteria

- Facilitator, Amber Hawkes, described where the MSPP sits within the larger project schedule, noting that the Evaluation Criteria and refining projects is the next project phase. The CLC discussion in this Meeting #9 regarding Evaluation Criteria, is a preliminary conversation only, to brainstorm and share ideas. The topic will be revisited in the new year.
- The facilitator reminded the CLC that Evaluation Criteria should be based on the vision, principles, and goals that were previously defined by the CLC and Task Force.
- Evaluation Criteria will funnel into a set of Performance Criteria for projects.
- CLC Questions regarding the Evaluation Criteria:
 - Question: Have the projects been itemized and combined by similarities, so that the list can be reviewed by the CLC (which will help the CLC decide on Evaluation Criteria that responds to the projects themselves)?
 - € Answer: *The technical team is working to combine the project list and will be grouping them into categories. The consolidated list will be presented to the CLC next month.*
 - Question: How are you going to evaluate the projects?
 - € Answer: *Clarification given that this process is to come up with Evaluation Criteria that are desired by the CLC, so that these recommendations can go to the Task Force.*
 - € Answer: *Clarification that today is exploratory conversation, no vote will happen. There will be more than one meeting about this topic.*
 - Question: Can the technical team provide real examples from other transportation plans?
 - € Answer: *Team will look into providing this in future meetings in the new year.*
 - Question: How are the timeframes for the Evaluation Criteria going to be determined?
 - € Answer: *This is something that can be recommended by the CLC when suggesting Evaluation Criteria and Performance Metrics.*
 - Question: When grouping projects, there may be stragglers that do not fit nicely into groups. Will the CLC have a chance to review those projects and/or edit them?
 - € Answer: *Next month and the following month will be for reviewing the project list. The technical team will present the project list and the CLC can suggest edits if projects are not representing original intent.*
 - Question: Will we be removing projects?
 - € Answer: *No, we will not remove any projects from the master list. However, based on how we prioritize projects, some will rise to the top, while others move lower down.*
 - How will these projects be implemented? *This project will identify a list of prioritized projects and then will suggest funding mechanisms that may be appropriate. Future funding would need to be secured.*
 - We should consider projects as a totality, instead of in isolation. They must all work together and not leave any gaps.

- The CLC then discussed Evaluation Criteria and important considerations for each of the seven Goal areas. For each Goal, sample Evaluation Criteria were presented, along with sample performance measures, as food for thought. The CLC then added their own ideas. CLC comments are summarized below. Multiple comments or “support” is shown by the numbers in parentheses.
- **In addition to the following CLC comments, comments from past meetings should be considered.**
- **Air Quality – Evaluation Criteria relating to the ‘Air Quality’ Goal should address/prioritize:**
 - ∕ Equity.
 - ∕ Trucks and pollution and how these things have affected our daily lives.
 - ∕ Air quality must be improved and prioritized. (2)
 - ∕ The impacts to people’s personal lives.
 - ∕ Benefits for the local communities (public health benefits must be measurable).
 - ∕ Pollution due to refineries.
 - ∕ Indoor air quality.
 - ∕ Consider air quality laws already in place. Our Evaluation Criteria should make sure we achieve those standards or perhaps exceed them. There shouldn’t be redundancy between our Evaluation Criteria and laws that already exist.
 - ∕ Climate change goals and impacts.
 - ∕ Both mobile and stationary sources of pollution.
 - ∕ Quantifiable/measurable change.
 - ∕ Prioritize planting of new trees (and maintaining existing trees), which filter the air.
 - ∕ Quantifying the number of days with good air quality as a measurement.
- **Mobility – Evaluation Criteria relating to the ‘Mobility’ Goal should address/prioritize:**
 - ∕ Projects that get the community involved, for example those that include a component wherein the community could do air quality testing or those projects that include local job development.
 - ∕ Closing first/last mile gaps and projects that are located near transit hubs. (2)
 - ∕ Protecting bike lanes (e.g. through vertical buffers).
 - ∕ Reduction in dependence on automobile trips for short trips and increase of active transportation use.
 - ∕ Education for drivers relating to safety relating to driver/cyclist conflicts.
 - ∕ Improvements to bus stops and high-quality transit. (2)
 - ∕ Reduction of collision rates.
 - ∕ Safety. (2)
 - ∕ ADA accessibility. (2)
 - ∕ Incentives for people to buy bicycles and use them.
 - ∕ Implementable projects.
 - ∕ We need performance measures to make sure these things are getting done.
 - ∕ Public transportation that provides direct / quick access.

- **Community – Evaluation Criteria relating to the ‘Community’ Goal should address/prioritize:**
 - ∕ Define “sensitive populations.” These issues affect everyone.
 - ∕ Future generations and effects that continue over time.
 - ∕ Reduced exposure to air pollutions.
 - ∕ Number of trees / native vegetation planted, amount of restoration of green space adjacent to the LA River, number of brownfields revitalized.
 - ∕ Housing affordability. (2)
 - ∕ Retention rates of existing residents.
 - ∕ Workers and commuters (over recreational transportation users). Transit dependent riders.
 - ∕ Benefits for schools and residents who are close to the I-710 freeway. (e.g. programs that prioritize all user groups).
 - ∕ Quality food, access.
- **Safety – Evaluation Criteria relating to the “Safety” Goal should address/prioritize:**
 - ∕ Leading pedestrian intervals at all traffic lights. Consider bike push buttons.
 - ∕ Maintenance of facilities.
 - ∕ Lower average travel speeds on neighborhood/side streets by implementing appropriate elements to make it difficult for people to drive fast.
 - ∕ Protected bike paths that take maintenance into account.
 - ∕ Signals near the on/off ramps of the 710 for pedestrians.
 - ∕ A reduction in the reliance on law enforcement to ensure community safety, which may mean focusing on increasing pedestrian lights and services for unhoused communities.
- **Opportunity – Evaluation Criteria relating to the “Opportunity” Goal should address/prioritize:**
 - ∕ Incentives to educate the community about air pollution.
 - ∕ Incentives for businesses to hire locally.
 - ∕ Local jobs provide health benefits to workers.
- **Prosperity – Evaluation Criteria relating to the “Opportunity” Goal should address/prioritize:**
 - ∕ Access to capital and investment for existing local and small businesses.
 - ∕ Performance of multimodal transportation to decrease commute times.
- **Environment – Evaluation Criteria relating to the ‘Environment’ Goal should address/prioritize:**
 - ∕ Replacement of plants with drought-tolerant and climate-ready planting.
 - ∕ Water recycling; rainwater harvesting.
 - ∕ Our urgent water needs.
- After the CLC discussion, public comment was held. There were two public comments:
 - There is a natural gas smell; what can we do about this to see if there was a leak or to address this? Air quality is very important. *LA Metro staff addressed this question by suggesting that the member of the public contact the AQMD to report this.*

- Air quality is very important. The Office of Environmental Health and Hazard Assessment can also be reached out to. Regarding safety, we should consider updating outdated crossing hardware and crosswalks. For planting, native plants are the best option.
- (CLC Member) Bicycle transportation is happening more and more around the world in the public realm. We should focus on this here.

☞ **Closing Remarks**

- The facilitator then closed the meeting by reporting on Working Group progress (ZET and Equity Working Groups) during the middle and the end of October.
- The facilitator then described the upcoming Special Combined Task Force/CLC meeting on Monday, November 21st, from 5 to 8pm. The following Task Force meeting will be on December 12 and the December CLC meeting will be held on Monday, December 19.
- In the next meeting, the CLC will review the full list of Multimodal Strategies, Projects, and Programs and then in the new year, the CLC will continue to discuss Evaluation Criteria.